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Vol. CCIV, No. 2665
MARCH 10, 1951

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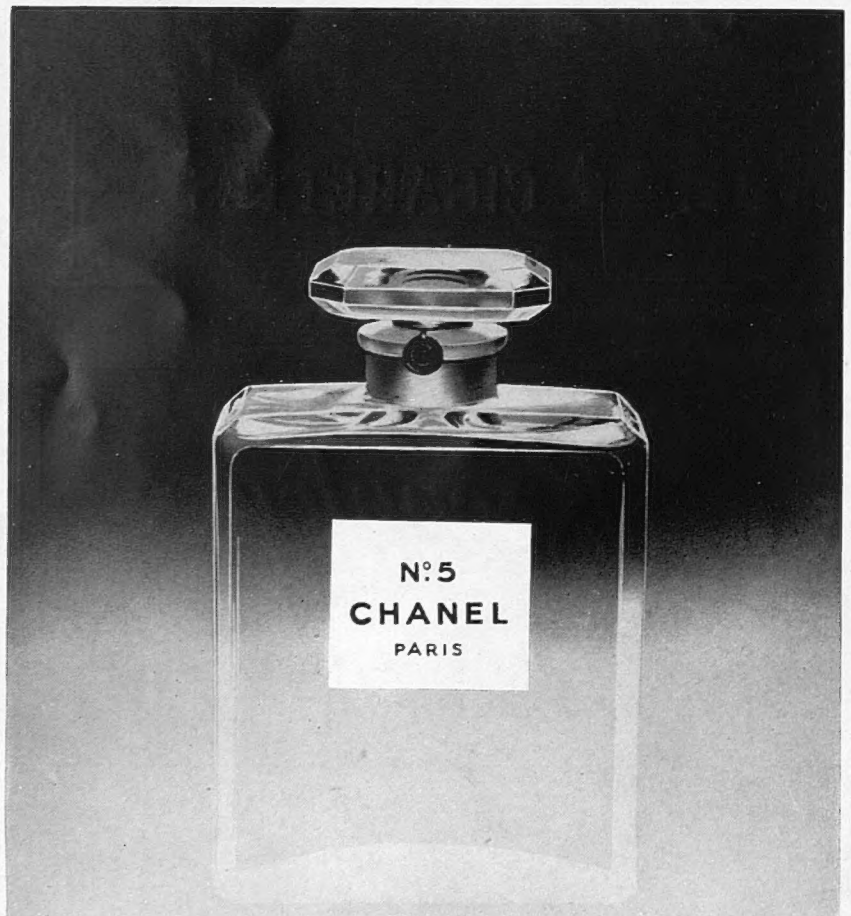

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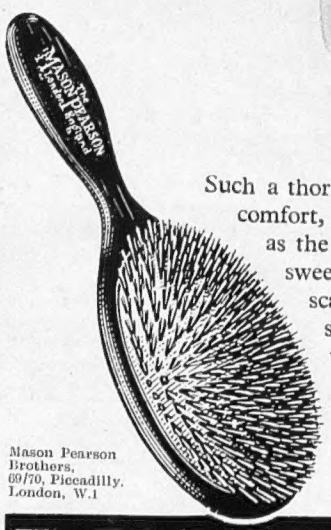

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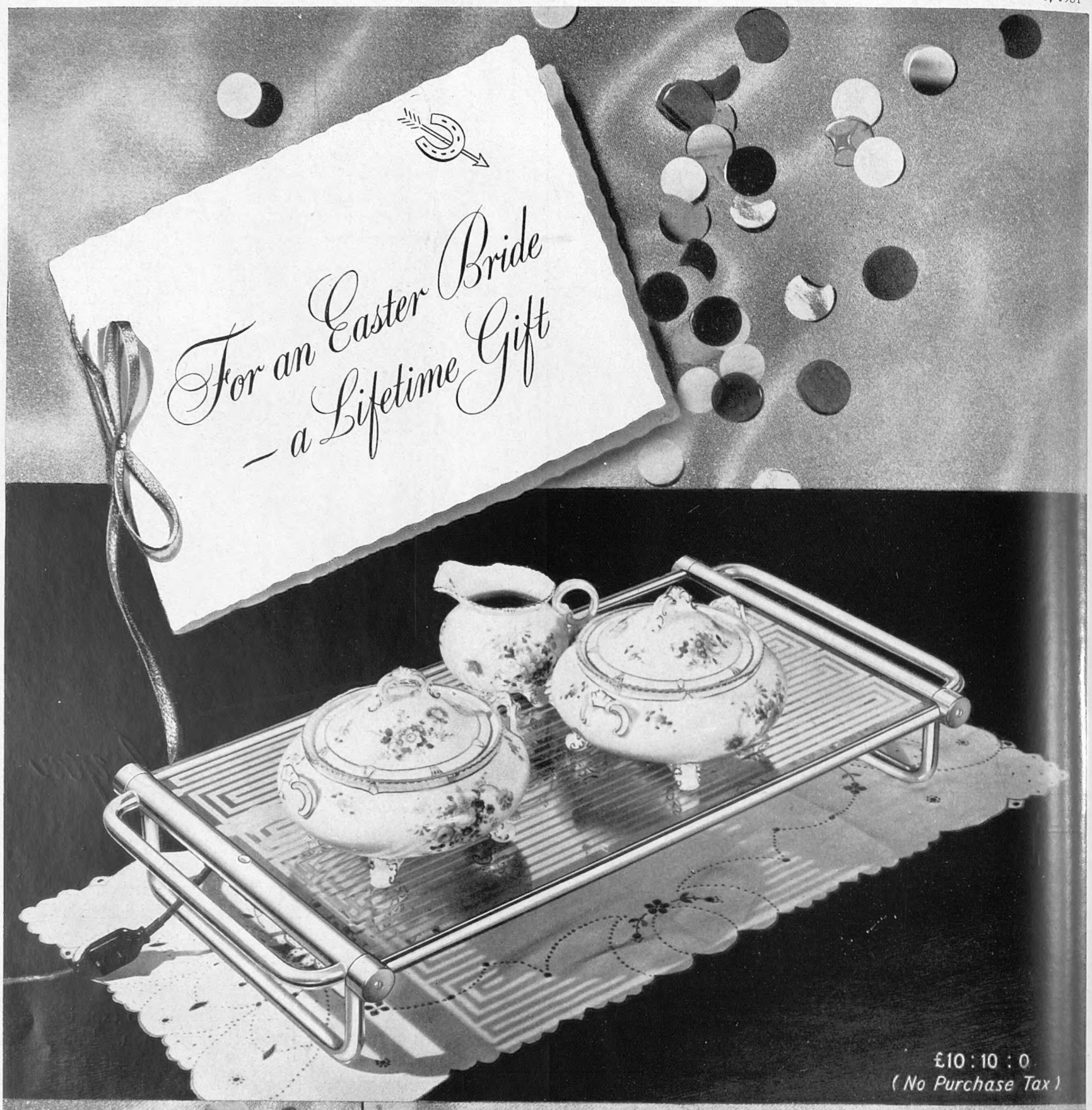

The
'ENGLISH ELECTRIC'
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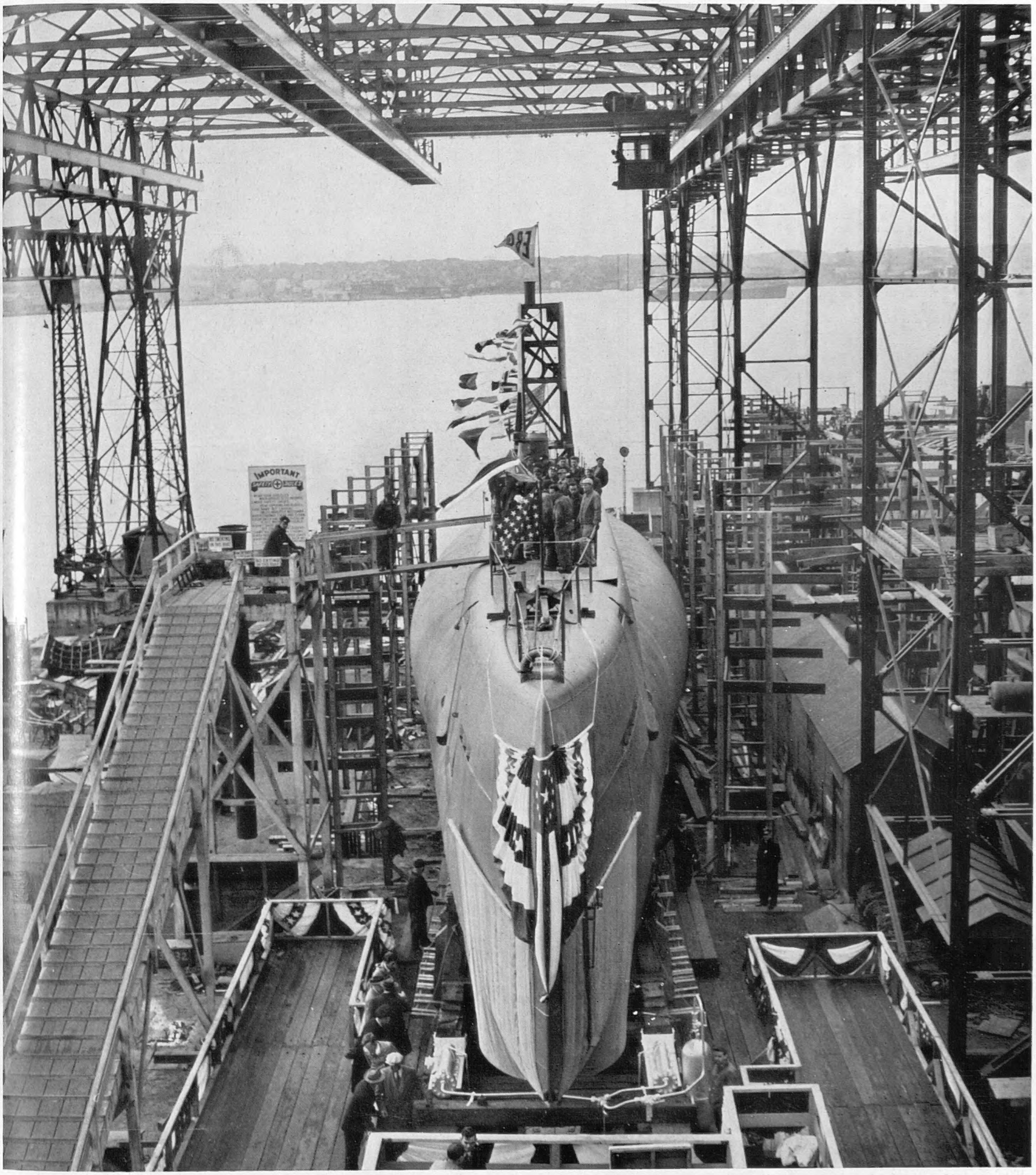
The ENGLISH ELECTRIC Company Limited, Queens House, Kingsway, London, W.C.2

Volume CCIV No. 2665 The SPHERE, London, March 10, 1951

The SPHERE
WITH WHICH IS INCORPORATED "THE GRAPHIC"
THE EMPIRE'S ILLUSTRATED WEEKLY



A SUBMARINE TO HUNT SUBMARINES—AMERICA'S K I SEEN IN THE YARDS AT NEW LONDON, CONNECTICUT, BEFORE BEING LAUNCHED INTO THE WATERS OF THE RIVER THAMES: The K I, designed for stealth rather than speed, is equipped with the latest sonar and electronic equipment, and is designated as a submarine hunter. If trials are successful she will be the prototype of a new class in the United States Navy.

America is at the moment concentrating upon two distinct types of submarine, of which the K I represents a small and handy design for anti-submarine duties. Since the development of the Snort apparatus for underwater breathing, enabling a submarine to use its main Diesels under water and to remain submerged for long periods, it has become necessary to develop a craft, complete with electronic devices, to hunt down and defeat the submarines of opposing navies. The K I has now to prove that she is equal to that task, and if her trials are successful this summer no doubt an extensive building programme will be undertaken by the United States Navy. The K I, of 750 tons, carries a crew of four officers and thirty-five men. By contrast, America is also developing high-speed "attack" types of submarine, among them *Tang* and *Trigger* of 2,000 tons each, which will be the fastest submarines afloat. These embody various improvements based on war experiences, including hydrogen-peroxide motors to give higher submerged speed, and breathing tubes. *Trigger* was begun in 1949 at the Groton, Connecticut, works. She may be under test this summer.

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Surrendered Supremacies.

—It is not often that our national pride is aroused nowadays to a point which allows critics to describe it as chauvinism. That pride, that belief that Englishmen were first in every field, was at its height in mid-Victorian days and survived at least till the First World War. Since then we have been so constantly regimented at home, snubbed and opposed abroad, and generally brought to a proper sense of national humility and diffidence, that we seldom lash our tail or rattle even a defensive sabre. It is odd how these Americans take over our "supremacies" one by one. The process is not new. I should place our first three supremacies in American eyes over the past century as a social life at its most civilised, enlightened and graceful; diplomacy at its most experienced and polished; and the conduct of naval matters at its most efficient. The Americans began to infiltrate and to deformalise the first just before the dawn of this century. They soon taught the Edwardians to cut out the "stuffiness" and convention. For some years they have "taken over" the nice conduct of diplomacy, and now it seems they are better fitted to conduct our naval occasions. All these three matters depend for excellence upon centuries of practice and tradition, and I am not sure that the Americans even now have enough of those essentials behind them, in point of time and usage, to justify any such assumption of control and direction in any of these three fields. The man who pays the piper should only call the tunes when and where he has an ear for the music of the pibroch.

And Stalin Did.

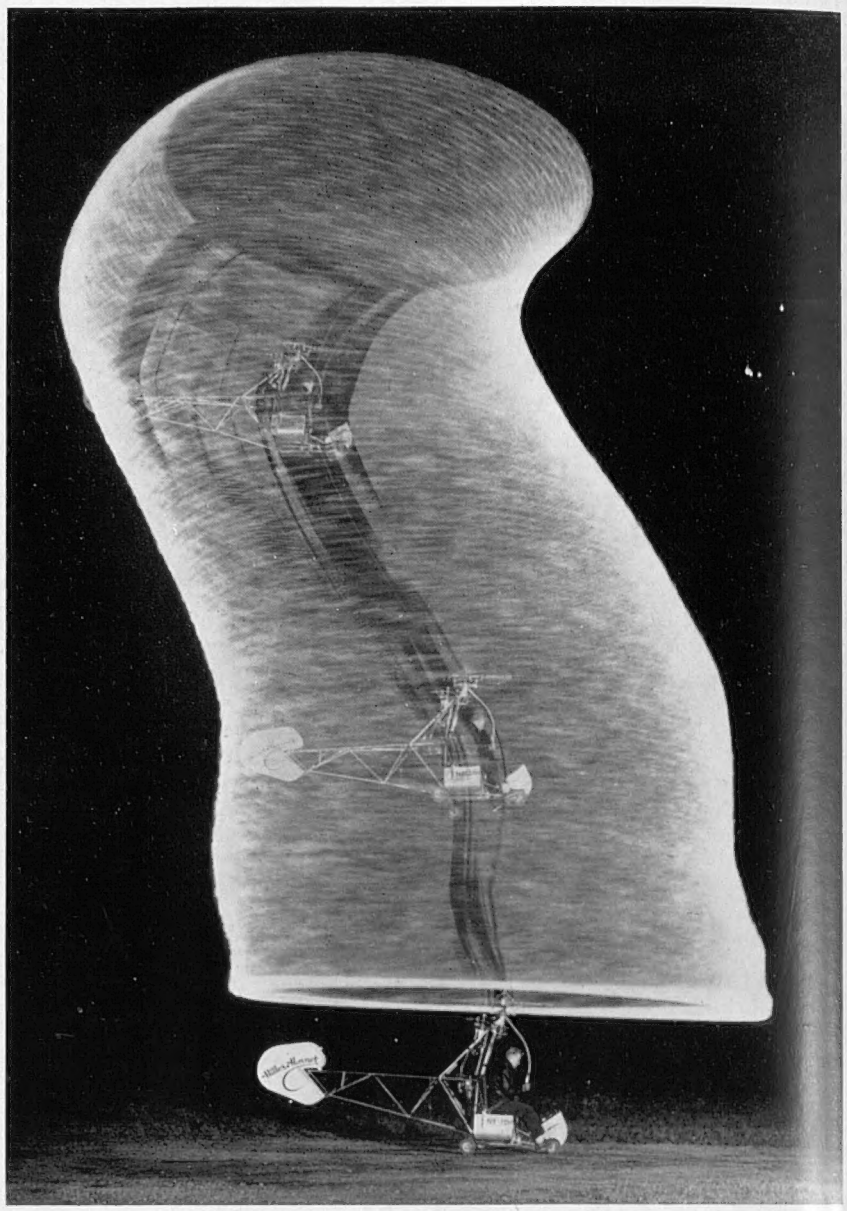
—There must be chinks in the Iron Curtain, one-way chinks at least. Two days after I wrote suggesting that one kindly, or even semi-polite, word from Stalin in a diplomatic note might alter the whole fabric of international relations from adamant to flexible, Stalin took the hint. True, he couldn't let bygones be bygones; he began, as usual, with a bitter attack on Britain and Western policy, but he ended up with an unexpectedly human hint that he would like to improve relations with us. Because it was not 100 per cent., or even 25 per cent. courteous, his latest note (with that curious hint at better manners) took us by surprise and induced the usual hasty verdict of a "trick," a device, "dust in our eyes," and so on. But, quite definitely, the surprise was in the form of relief. And in the form of relief we should answer it. We should return the little bouquet of courtesy and goodwill with good measure; we should return a bouquet twice as sweet and colourful, and cut out ripostes and bitter bygones. That course could do no possible harm, might do infinite good. Shall we take it? Long before these lines see print, we shall know the answer.

Our Present Discontents.

—Every thinking man must have "thoughts on our present discontents"—for years these matters have invited thought, and few people, least of all the Ministers, have reached conclusions. These strikes—the more unofficial, the more successful. Indiscipline is satisfied by acceptance of indiscipline. It pays to be unconstitutional. There is no permanent settlement; patchwork and staving off are the only remedies. State railways are run uneconomically with redundant man-power. Having won their demands, will the workers suffer the retrenchment of a single man without another strike? The railwaymen got every penny they asked for, £12,000,000 added to the weight of debt of a bankrupt concern. Receipts for ever fall because charges for ever rise. And every time the men of one vital industry secure a rise, another industry clamours to be brought up into line. Let us admit two premises. With few exceptions, no industry, no class, can to-day live comfortably on its income, with the cost of living ever soaring. The railwaymen were rather below the pay average of comparable vital industries and services. When an industry is nationalised, the chance of success from a hold-up of the public is enhanced. In unofficial strikes, the strikers directly challenge the Government, the Union and the Nationalised Board standing aside to await the result. And the result is patchwork or compromise at the best, at the worst shameful surrender to blackmail, to save the face of government. Under State Socialism, in theory every class has responsibilities to the State. In times of acute danger and austerity, every class must endure bitter sacrifices for the safety of the State. In practice, this ideal of social justice and citizenship works out oddly. Whatever classes may be willing to suffer in silence, the workers in nationalised industries are not to be fooled like that. Their demands must be met, and the vicious circle kept alive, though their industry be bankrupt, and though every increase in charges levied to meet their demands result in larger deficits. It is a policy of vicious circle within circle. The Law punishes the dairyman who sells diluted milk. He has no remedy if he is sold diluted fuel. To-day, undoubtedly, there is a law for the privileged and a law for the unprivileged. And one day, if we are to survive, the nettle must be grasped, the issue faced. Discipline or indiscipline, social justice or a new age of "privilege"? The plea of Ministers for a "pull-together in a common sacrifice" rings hollow in the ears of the new "untouchables."

Shadow Before.

—The pundits begin each year in March to help the Chancellor with his heavy responsibility in Budget casting. He usually needs help. We have no knowledge whether he listens to advice outside his department. Mr. Gaitskell has as difficult a job as any Chancellor in recent years, and various "interests" have published their advice. Each, it will be noticed, warns the Chancellor of the danger of adding to the burden of one particular class or category—*its own*. Labour pundits advise that a stepping-up of income-tax above a certain level (say £10 a week) would be healthy and effective. The F.B.I. warn that no further burden can be placed upon industry without certain loss of production, and that profits taxation is starving industry. In so far as further direct taxation may be necessary, it should be spread over the general body of taxpayers rather than stepped-up by discrimination against corporate bodies. But the F.B.I. renew the annual argument that the need for heavier taxation would even *now* reach no menacing proportions if only the Government would make reasonable economies in public spending. If the needs of defence demand an extra £2,000 million, a great part of that (£1,800 millions over three years) could be retrenched by economies in administering existing services and in postponing some less vital services and improvements. Every Chancellor since 1945 has heard this advice and rejected it. Positively there is no margin for retrenchment in Government services expenditure! A shilling here, a shilling there, perhaps, but such cheeseparing is unworthy of a proud country. As the duke said when advised that four maids in his still-room were two too many, "Damme, a fellow must have a biscuit." All the same "shillings" add up to pounds: 30,000 redundant men in a nationalised industry transferred to more useful occupations add up to the million mark, 300 pruned from each department soon add up to that mark without loss of efficiency. I do not believe that a single adult who has the slightest experience of the reckless waste, extravagance and civic vanity of local government in its absurd committees, ornate printing of unnecessary minutes of futile sub-committees, and so on, can have any doubt that administrative extravagance is rife from the parish pump to Whitehall, and that hundreds of millions could still be retrenched to the benefit of administration and to the relief of the taxpayer and ratepayer.



THE RISE OF THE HILLER HORNET IN A "BARREL OF LIGHT"—THE NEW RAM-JET HELICOPTER TAKES THE AIR: Exhaust flames from the Ram-jet engines mounted in the tips of the Hiller Hornet's 23-ft. rotor blade traced this light pattern during a night demonstration of the new helicopter at Palo Alto, California. With test pilot Bruce Jones at the controls, the helicopter rose 50 ft. above the ground while the camera lens was open for a time exposure. In addition flash bulbs were fired at the start of the lift and twice as the craft rose. The Hornet can be stored in an average-size garage without folding the rotor blades. **(See also page 359.)**

Westminster Tussaud.

—I am glad to learn that the Abbey waxwork show is to be open to view again for the Festival. When my uncle was Canon of Westminster in the first years of the century, this peepshow, housed darkly in the Abbey up a gloomy flight of stairs, was a frequent thrill and terror and delight to his young nephews and nieces—in their way these royal effigies were, and are, as grisly as the Chamber of Horrors, and, of course, a deal more interesting historically. It was a popular peepshow as far back as the seventeenth century. In 1650 it already included Edward I, Henrys V and VII, and Elizabeth. James I, William and Mary, Anne and Cromwell joined the collection, and it was added to spasmodically right up to the time of Nelson's death. These effigies, dusty and in tawdry finery, were moulded from the dead and used to be laid on the coffins during the funeral procession. As children, we believed they were the actual bodies miraculously preserved. Once known as "The Ragged Regiment," this Abbey "Tussaud" was a means of raising money for Abbey purposes, and Horace Walpole most vigorously condemned the expedient. Grimy and spasmodic as this document of English history is, it is a show which no overseas visitor will ever forget, or condemn as a waste of money.

To Be a Pilgrim.

—The Vatican's final statistics for Holy Year make curious reading. The Iron Curtain was an effective bar to anyone behind it who sought to be a pilgrim to Rome in Holy Year: 3,100,000 pilgrims visited Rome and of these precisely *seven* came from Soviet-controlled territories, two in every million! The figures are remarkable. Rome could speak in millions where London boasts of tourist infiltration in thousands. Naturally, the vast bulk of the pilgrims came from Italy, France providing the largest foreign entry, and Europe accounting for 97 per cent. That again is a surprise to me, for I should have supposed that the American continent would have provided a bigger percentage than some fraction of 3 per cent. The organising abilities of the civic authorities in Rome must be pretty efficient to have absorbed this extraordinary influx with so little upheaval of the city's normal life. Let us hope we have learned something of their methods in time to put that knowledge to good use for Festival year.

Test of Endurance.

—We have won a Test Match against those Australians, and won it by a comfortable margin. It is so rare an event to win even one of a series that it demands a note and creates a *Sursum corda*. Our caps are in the air; cricket has a comeback in public interest. Our heroes are Brown, Bedser and immortal Hutton—Simpson highly commended. It is thirteen years since! And (we say now) with a little more luck in the earlier games we might have lifted those Ashes. In these days of our humility, truly we are satisfied with very little and made very proud by a very gentle pat on the back, which no doubt the more crabbing of those cricket journalists will graciously accord us. The Ashes remain, but Brown is permitted to take a pinch from the urn as a sample of good things to come again.

THE OLD STAGER

"WITH BEST WISHES"

THOSE in search of a gift for friends, either at home or overseas, will find that a year's subscription to THE SPHERE provides an ideal solution. Each week, the new copy will be a fresh reminder of the kind thought and good wishes of the friend at home. Orders for subscriptions for THE SPHERE to be sent overseas can now be taken. They should be addressed: The Subscription Department, THE SPHERE, Commonwealth House, 1, New Oxford Street, London, W.C.1, together with the name and address of the person to whom the copies are to be sent, and enclosing the price of the subscription. Canada, £5 Elsewhere abroad, £5 5s. (to include the Christmas Number).

FRANCE IN THE THROES OF CABINET MAKING

ANOTHER POLITICAL DEADLOCK AT THE ÉLYSÉES: GAITSKELL AND DOLLARS: GROMYKO AND A CONFERENCE AGENDA

THE CABINET CRISIS IN FRANCE FOLLOWS THE OLD FAMILIAR PATTERN AS PRESIDENT AURIOL SUMMONS LEADING MINISTERS TO THE ÉLYSÉES AND ASKS THEM TO UNDERTAKE MISSIONS OF INQUIRY WITH A VIEW TO CABINET MAKING: *Left*—M. Guy Mollet addressing the microphone after leaving the Élysées Palace. Mollet, Secretary-General of the Socialist Party and Minister of State in charge of Council of Europe Affairs in M. Pleven's Government, agreed to consider the task of forming an administration after M. Queuille (*centre*) and M. Bidault (*right*) had told President Auriol that they could make no further progress. Mollet was the fourth political leader to be sounded following M. Pleven's resignation on March 1, M. Pleven being the first. M. Mollet, after initial failure, was asked to try again.

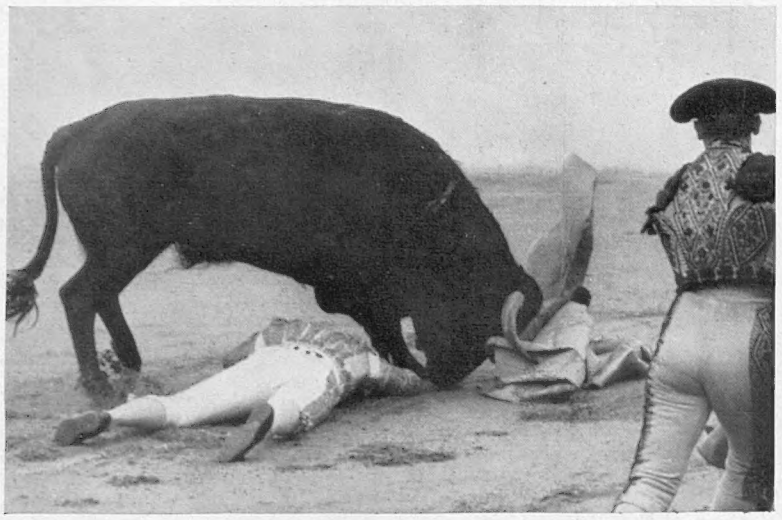
The pattern of French politics seems to alter little from decade to decade. Ministries come and go with alarming rapidity, and it is only once in a long while that a Pleven or a Queuille emerges and remains in the saddle long enough for the world to know and appreciate his qualities. The latest crisis has centred almost entirely round the question of electoral reform. One party, the Socialist Radicals, want a form of double balloting. M. Bidault's party made it clear in the debate which brought down M. Pleven's Cabinet that it would countenance only an electoral law based on a single ballot. The Ministers, therefore, who sought in their missions of inquiry to create a new Cabinet were up against almost certain deadlock until M. Mollet, Secretary-General of the Socialist Party, decided to place electoral reform second on the list of priorities, and to base his programme on the urgent social and economic problems now lying before France. During last week-end it seemed that M. Mollet was making some progress. The Gaullists were still standing in the wings, refusing, as they said, to enter the party racket. At the other end of the political scale the Communists also held a watching brief. After initial failure, M. Mollet was asked to persist in his efforts.

THE CHANCELLOR OF THE EXCHEQUER ADDRESSES THE OPENING SESSION OF THE DOLLAR CONVENTION AT EASTBOURNE: Mr. Gaitskell seen as he outlined the Government's policy in relation to dollar exports under the changed conditions, now that there is such an improvement in the sterling area's dollar accounts. Mr. Gaitskell said that we could not now, because of our defence programme, proceed to neglect our exports and assume that somehow or other somebody else was going to find the wherewithal to pay for our imports. "It is as important as ever," he declared, "to build up our exports to Canada and the United States." Also seen in this picture are Sir Patrick Hannon, of the National Union of Manufacturers, and Mr. Harold Wilson, of the Board of Trade.

MR. GROMYKO ARRIVES AT ORLY AIRFIELD, PARIS, FOR THE FOUR-POWER TALKS: The preliminary meeting between the British, French, American and Soviet delegations to discuss the agenda opened at the Palais Rose, near the Bois de Boulogne, last Monday afternoon. Mr. Ernest Davies, Parliamentary Under-Secretary for Foreign Affairs, represented British interests in these preliminary discussions, while Dr. Jessup and M. Parodi respectively represented America and France. M. Gromyko arrived at Orly with a Soviet delegation of about twenty. There was much speculation last week-end as to how wide an agenda there would be. When in November Soviet Russia made the original proposal for a Conference, it was suggested that the talks should centre round German demilitarisation. Since then, however, the Western Powers have frequently let it be known that they wanted the Conference to cover "the causes of world tension."

THE SPANISH BULL WHICH SAW "RED"

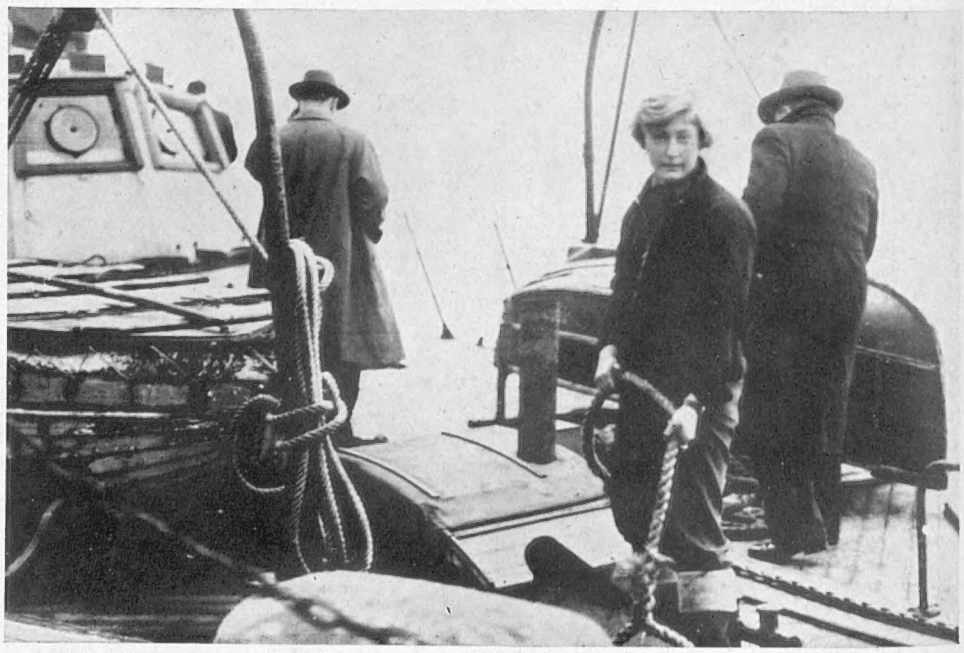
AND OTHER PICTURES FROM HOME AND ABROAD



THE BULL MAKES A BID FOR FREEDOM AFTER ATTEMPTING TO GORE THE SPANISH BULLFIGHTER RAFAEL ORTEGA: *Left*—The fallen bullfighter beneath the forefeet of the bull, which was eventually lured away. The bull is seen (*right*) as it charged the barricade just in front of the point where Mr. Stanton Griffis, the new United States Ambassador to Spain, and the Duke of Primo de Rivera were sitting together. The bull landed up in the passageway round the perimeter of the ring, and no members of the public received injury. This was Mr. Griffis's first visit to a bullfight following his arrival in Spain and presentation of his credentials.

AN ARREST ON THE SWEDISH-NORWEGIAN BORDER—A HERMIT, CHARGED WITH MURDER, SURRENDERS TO THE POLICE: The injured hermit, Hansen, being examined by Captain Gundersen, after his arrest, charged with the murder of two Norwegian flying officers.

AFTER THE ARREST IN THE FROZEN NORTH—TWO PATROLMEN SEARCHING THE "MAD HERMIT'S" BELONGINGS: Torbjoern Hansen, who lived in the wilderness of the Abisko-Sitasjaure area near the Swedish-Norwegian border, and is said to have terrorised lonely Lapp communities, was arrested after a search by Swedish and Norwegian police on skis, and by small aeroplanes. During the chase he set on fire some of the huts in which he had been sleeping. One aeroplane which took part in the search landed close to Hansen's haunts to allow two Norwegian patrolmen to continue the chase after Hansen on skis. These two men were later found murdered by Hansen. After more than a week's hunt the hermit was arrested. The police believe that he is insane.



A MYSTERY LAUNCH FROM DUBLIN—THE "DAWN APPROACH" ARRIVES AT LIVERPOOL AND IS PUT UNDER CUSTOMS ARREST: *On left*—The 42-ton launch *Dawn Approach* seen in dock at Liverpool after two Customs Investigation Branch Officers had gone on board. She had been brought from Dublin, where Eireann authorities had been keeping a watch on the crew's movements. *On right*—A woman member of the crew, known as "Sandy," is seen as she went about her duties after the seizure by the Customs officers. The other members of the crew were Skipper Martin Shapcott, Mr. Peter Briggs of Leeds, Mr. Harry Amos of Eire, and another woman known as "Peggy." A Customs rummage crew went aboard the launch, and after a thorough search seized the ship's log, and all papers. It appears that the launch had been under the watch of the Eireann authorities during her stay off the North Dublin coast. At Dun Laoghaire she was searched by Customs officers and C.I.D. men from Dublin and England. After their arrival in England the skipper said that neither he nor any member of the crew had been put under arrest. Last Monday it was announced that the owner of the launch, William Lambert, was to appear at Bow Street Police Station charged with a Customs offence. Prosecuting council at Bow Street said that on one of the charges alone Lambert faced a penalty of £46,000.

MR. ERNEST BEVIN SPEAKS TO SOCIALIST WORKERS IN HIS PARLIAMENTARY CONSTITUENCY AT EAST WOOLWICH : The Foreign Secretary, looking thin but cheerful, gave his constituents no clue as to how long he would continue in the office of Foreign Secretary, but rather non-committally he did say : "I look forward to being with you a good time. I don't think there is any need for me to apologise for being ill. If I have been ill a lot of it has been brought on by hard work."

CENTRE OF A FIERCE POLITICAL CONTROVERSY

Mr. Ernest Bevin After His Illness and Convalescence

The one definite thing to be deduced from the words of Mr. Ernest Bevin at Woolwich last week was that he had no definite intention of retiring from politics now. In fact he told his Labour Party supporters in the constituency that he intended remaining with them a long time.

Meanwhile in the Commons and the Lords the Bevin-must-Go movement continued to dominate political affairs. Lord Chorley, a Government peer and a former Junior Minister, now a protagonist of the Peace-with-China movement, actually startled the Lords with a speech in which he indicated that the sick Mr. Bevin should give way to Mr. Attlee at the Foreign Office, and that there should be a new Prime Minister in Mr. Attlee's stead. This came after Lord Salisbury, the Conservative leader, had called upon Mr. Bevin to resign. Lord Samuel, leader of the Liberals, supported this demand, which came at the same time that Mr. Bevin returned from convalescence at Eastbourne. Lord Winster was another peer with strong feelings on the Foreign Secretaryship. "If Mr. Bevin is not restored to full health there must be another Foreign Secretary," said this Socialist peer. "The times are not such that we can carry on with an absentee Foreign Secretary." Lord Winster added that the best solution would be to see Mr. Bevin restored to health.

On returning from Eastbourne Mr. Bevin, the centre of this fierce political controversy, told his friends that he was feeling in better health than for some time past and that he looked forward to staying at the Foreign Office to prepare for the meeting of the Big Four Foreign Ministers. The septuagenarian Minister showed, at any rate, that intermittent illness, if it had sapped his strength, had robbed him of none of his bulldog determination. Meanwhile Mr. Morrison came out with a week-end speech on foreign policy, and political observers did not have to be quick to see the implications.

THE FOREIGN SECRETARY IN LONDON AGAIN AFTER HIS CONVALESCENCE AT EASTBOURNE : *Left*—Mr. Bevin leaving No. 10, Downing Street following an unusually long Cabinet meeting. *Right*—Arriving at Woolwich with Mrs. Bevin before addressing the meeting of his constituents. Mr. Bevin provided a supper for between 200 and 300 Labour Party workers in Woolwich, and then made a brief speech in which he thanked them for their support and indicated his continuance in Parliament. Mr. Bevin is a newcomer to Woolwich, which has the largest Labour Party membership in London, having transferred from Central Wandsworth.

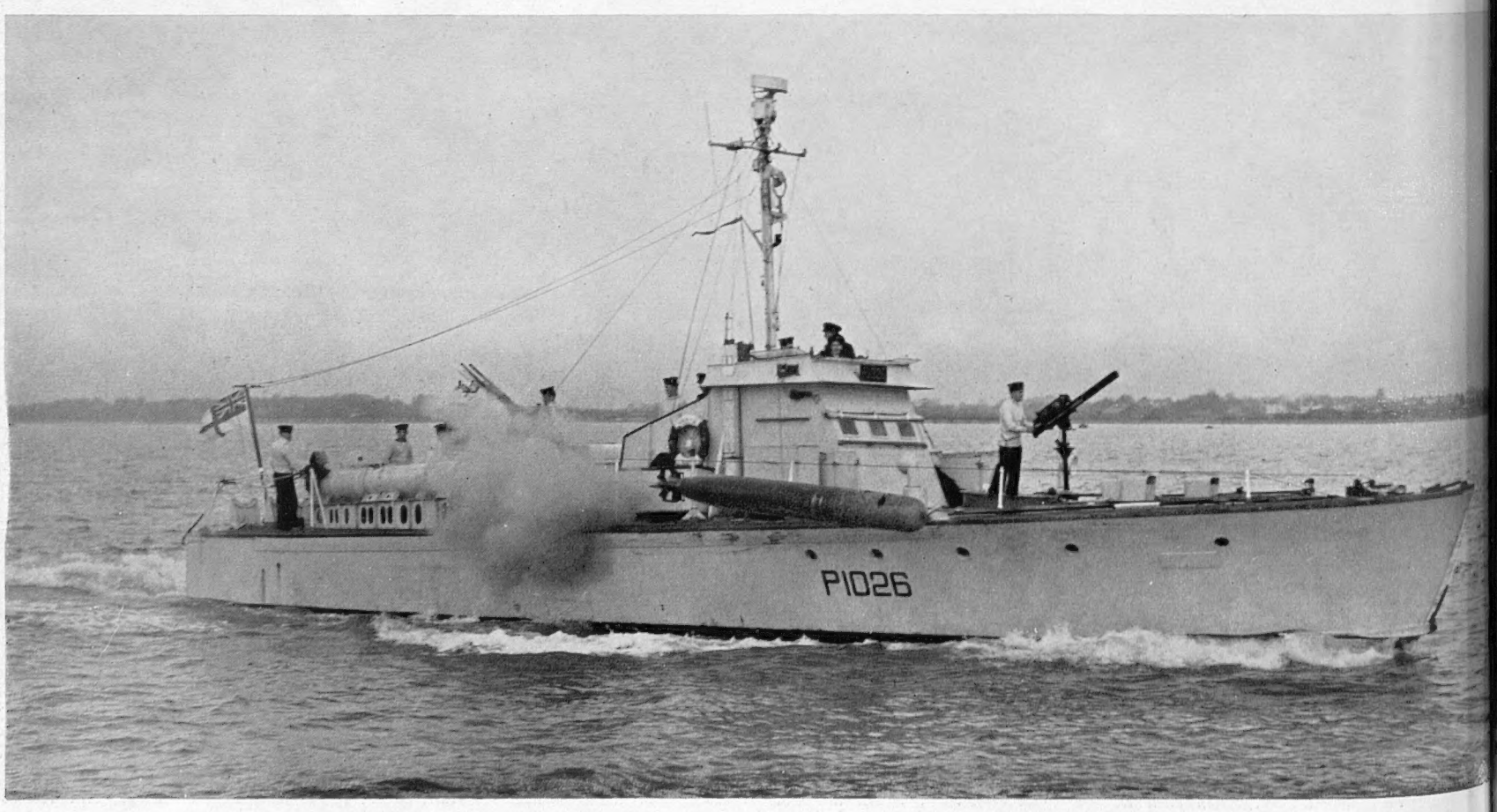
FULL SPEED AHEAD AMID A LATHER OF FOAM : A motor torpedo-boat of the most modern type in action off the east coast, near Felixstowe, where a series of exercises was held recently in order, primarily, to test operative efficiency when directed from a mobile camp. The base staff was transported from Gosport to Felixstowe by road convoy, and this staff set up headquarters under canvas. Meanwhile, the motor torpedo-boats came round by sea from their permanent base, H.M.S. *Hornet*, at Gosport. The experiment showed the exact effect of a change of headquarters in wartime, and many valuable lessons were learnt by personnel. M.T.B. P1602, which is shown in this picture, is built, to a large extent, of aluminium alloy. She is 75 ft. long and 19½ ft. in beam.

IN LINE AHEAD FORMATION : The P1602 leading a patr... off the east coast. The torpedo tubes of the lea... ing vessel are clearly seen. Her armament includ... powerful machine-guns and light anti-aircraft gu... on the deck. She is probably capable of 40 knot...

BRITAIN'S LITTLE SHIPS DEPLOY FROM A MOBILE BASE

Motor Torpedo-Boats Go Into Action Off the East Coast, Near Felixstowe

Below—FIRING A TORPEDO DURING EXERCISES : M... torpedo-boat P1026 engaged in target practice ... Felixstowe. This craft belongs to the Vosper t... and has a displacement of 47 tons. The armam... consists of four 18-in. torpedo tubes, two 20-m... anti-aircraft guns and four machine-guns. Th... Packard engines meet the Power requirem...



A MIXED FORCE OPERATING IN THE NORTH SEA: From the stern gun position of one of the coastal craft others are seen in line ahead formation, two of them being ex-German units now in the Royal Danish Navy. The stern gun shown here is for anti-aircraft operations.

MOTOR TORPEDO-BOATS GATHERED IN FELIXSTOWE HARBOUR FOR THE EAST COAST EXERCISES: This port is well known to some of the skippers with wartime experience, for it was from Felixstowe that many of them set out on vital missions in the waters of the North Sea. This stern view shows the mounting of the 20-mm. anti-aircraft guns, also of the torpedo tubes. For their size these coastal craft "pack a considerable punch," and their great speed improves chances of survival.

THE CEASELESS STRUGGLE TO MAINTAIN AND TO INTERRUPT COMMUNICATIONS ON EACH SIDE OF THE LINES IN KOREA : *Left*—A railway bridge over a river-bed shattered by U.S. fighters on a vital section of railway behind the Communist lines. *Right*—A Corporal of "A" Company, 4th Signal Battalion, United States Army, carrying out a repair job somewhere south of Seoul. He is perched high above a river valley where road, river and rail converge, terrain typical of South Korea.

At the time of writing the war in Korea has become bogged down in a single area. It is a war of limited advances and retreats, but at the same time one of ascending casualties, for the Chinese and the North Korean troops are finding that the Eighth Army of General Matthew Ridgway has been hitting them hard and often, sometimes inflicting casualties of ten and twenty to one, thanks to the powerful support from the air and from the sea. The United Nations attack has been concentrated strongly on the North Korean line of communications, and the disruption wrought by rocket-firing fighters and light bombers has been prodigious. Whether success in this phase will lead to a war of movement once again remains uncertain, for international political considerations are as much a part of this campaign as are the day-to-day inferences to be drawn from events in the battle zone.

ON THE LINE OF COMMUNICATIONS

IN KOREA

Aspects of the Long-drawn-out Struggle which is at Present Being Waged Just to the South of the 38th Parallel

AN ENEMY POSITION SEEN FROM AN INFANTRYMAN'S FOXHOLE SOMEWHERE IN KOREA : Communist troops were entrenched on the hill in the background, a good position with a river on one flank and offering plenty of cover. The infantry eventually advanced on the hill through a smoke-screen after the U.N. artillery had laid a barrage.

R.O.K. TROOPS MOVE UP THE LINE : A unit of the Republic of Korea force returning to the war zone after rest and regrouping. The South Korean morale has improved steadily with the passing months, and some battalions have rendered wonderful service.

GETTING READY FOR HIS NEXT SPELL OF DUTY : A tank commander decorating the rear of his turret with hand-grenades all primed and ready for use should he have to engage the enemy at very close quarters.

ERITREA, BURMA AND TRIPOLI

A New Chief Administrator ; A Wedding in the Southern Shan States ; British Troops Leave Tripoli En Route for Korea

THE NEW CHIEF ADMINISTRATOR IN ERITREA—MR. DUNCAN C. CUMMING INSPECTING THE GUARD OF HONOUR OF ERITREAN POLICE FOLLOWING HIS ARRIVAL AT THE GATEWAY OF ASMARA : With Mr. Cumming, who is seen on the extreme left, are the Deputy Commissioner of Police, Mr. F. G. Green, and in the background the retiring Chief Administrator, Mr. F. G. Drew. The new Administrator who has lately been Governor of Kordofan Province, Sudan, is already known in Eritrea, for in April 1941 he entered the City of Asmara with the victorious British troops and became the First Secretary of the British Administration in the occupied territory. He subsequently became Chief Administrator in Cyrenaica in 1942.

THE NEW CHIEF ADMINISTRATOR WITH THE CHIEF SECRETARY OF THE BRITISH ADMINISTRATION IN ERITREA : Mr. Duncan C. Cumming, C.B. (left), is seen in company with Sir Frederick Pearce, just after Mr. Cumming had inspected the guard of honour at Asmara, the capital of Eritrea. Mr. Cumming entered the Sudan Political Service in 1925.

A BURMESE WEDDING—THE MARRIAGE OF THE PRESIDENT'S SECOND SON WITH THE DAUGHTER OF THE CHIEF OF LAWSAUK : The bride and bridegroom cutting the cake after the traditional wedding ceremony in the picturesque town of Lawsauk in the Southern Shan States of Burma. The bridegroom is Sao Hseng Ong, son of the President of the Union of Burma, and the bride is "Audrey" Sao Hom Noam, daughter of the Chief of Lawsauk. Sao Hseng Ong, who was educated at Cambridge, later studied agriculture in Trinidad. The ceremony, which opened with the heralding of the event on a shell-horn, consisted of a series of recitations ; the swathing of the hands of the bride and bridegroom with a silk cloth ; the feeding of the couple with "mingala" rice and curry ; the sprinkling of "wedding water" and the throwing of confetti mixed with coins.

NUPTIALS AT LAWSAUK : The traditional "mingala" (prosperous) food of rice and curry being fed to Sao Hseng Ong and his bride, Sao Hom Noam, during the wedding ceremony in the Southern Shan States of Burma.

REINFORCEMENTS FOR THE UNITED NATIONS FORCE IN KOREA—BRITISH TROOPS LEAVE TRIPOLI ON THE FIRST STAGE OF THEIR JOURNEY TO THE FAR EAST : *On left*—Led by a pipe band the two officers and fifty men of the 1st Battalion Queen's Own Cameron Highlanders march past Tripoli Cathedral en route to the docks, where they boarded the *Empire Peacemaker*. *On right*—Some of the men boarding the ship which carried them as far as Port Said. There they were to tranship to the *Empire Orwell* for the remainder of the journey. The men are to join the 1st Battalion of the Argyll and Sutherland Highlanders in Korea.

Foreign News in Pictures

FROM PARIS, MADRID AND WASHINGTON

A SURVEY OF CURRENT EVENTS ABROAD

OPENING THE CONTINENTAL HEADQUARTERS OF THE R.A.F. ASSOCIATION IN PARIS : Marshal of the R.A.F. Sir John Slessor, Chief of the Air Staff, speaking at the inauguration in the Avenue Gabriel. The new office will be responsible for the activities of the Association in France, Belgium, Holland and Switzerland. The Association has more than 200,000 members in over 700 chapters all over the world. The ceremony in Paris was also attended by Air Marshal Sir Richard Peck, President of the Association. While in Paris Sir John Slessor attended a gala performance of the film *The Wooden Horse*, the epic story of an R.A.F. escape from a German camp. Sir John also lunched with General Eisenhower.

DR. HJALMAR SCHACHT PASSES THROUGH PARIS EN ROUTE TO A NEW LIFE IN SOUTH AMERICA : Hitler's Minister of Finance, who survived the Nuremberg trials and subsequent de-Nazification efforts against him, seen (left) outside his hotel in Paris. He told reporters that he had obtained a visa for Brazil, where he was to occupy a post as financial adviser. Schacht, now in his seventy-fifth year, was from 1916 to 1923 the head of a huge combination of German banking companies, and later became Reich High Commissioner for Currency, in this post re-establishing stable conditions after the post-First War inflation. When Hitler came to power Schacht's system of enforcing barter deals on smaller countries was really the corner-stone of German rearmament. Schacht, however, disagreed with many fundamentals of the Nazi regime, became suspect, and was put in a Nazi concentration camp.

THE FIRST BELGIAN AMBASSADOR TO SPAIN SINCE 1946 PRESENTS HIS CREDENTIALS IN MADRID : Generalissimo Francisco Franco receiving Prince Eugene de Ligne. Standing behind the Caudillo is the Spanish Foreign Minister, Alberto Martin Artajo. Prince Eugene de Ligne comes of one of the most ancient families of Hainault. Members of his family were concerned in two European Royal marriages in 1950, his daughter, Princess Yolande, marrying Archduke Charles Louis of Habsburg, and his son, Prince Antoine de Ligne, an officer in the Belgian Royal Air Force, marrying the youngest daughter of the reigning Grand Duchess of Luxembourg, Princess Alix Marie. Prince Eugene de Ligne was formerly Belgian Ambassador in Delhi.

STANTON GRIFFIS REACHES CADIZ AT THE START OF HIS SPANISH MISSION : The first American Ambassador to Spain since diplomatic relations were severed in 1946 seen (centre) after he landed from the new American luxury liner *Independence*. Mr. Dorsey Fisher (left), Public Affairs Officer, is seen answering questions put by newspapermen. On the right are the three Service attachés from the United States Embassy in Madrid. Mr. Stanton Griffis journeyed by road from Cadiz to Madrid, via Seville. His arrival coincided with that of Jos Felix Lequerica, Spanish Ambassador-Designate to the United States, and the two diplomats, occupying parallel positions in Madrid and Washington, thus had an opportunity to meet and to exchange views. Mr. Stanton Griffis presented his credentials on March 1, driving through Madrid in a State coach with an escort of Moorish cavalry.

A "HALF SHIP" MAKES PORT UNDER HER OWN POWER—THE AFTER-SECTION OF THE STORM-BATTERED SWEDISH SHIP "CHRISTER SALEN" REACHES YOKOHAMA : The 4,928-ton ship split in two in heavy seas off the Japanese coast with the bow section sinking. The after section was later able to proceed under her own power to Yokohama, where she is seen lying at anchor. All the ship's passengers were in the after-section at the time of the accident, and were taken off by an Army transport vessel.

THE REOPENING OF THE GREEKO-YUGOSLAV RAILWAY—THE FIRST TRAIN TO CROSS THE BORDER AFTER AN INTERVAL OF NEARLY TEN YEARS : A Yugoslav frontier guard stands by as the first train to run from Belgrade to Athens since the early '40's crosses the border between Ghevgheli, on the Yugoslav side, and Idomeni, on the Greek side. The occasion marks a stage in the closing of the breach between the neighbouring anti-Cominform countries which opened during the civil war in Greece, when that country accused Yugoslavia of supplying the rebels with arms.

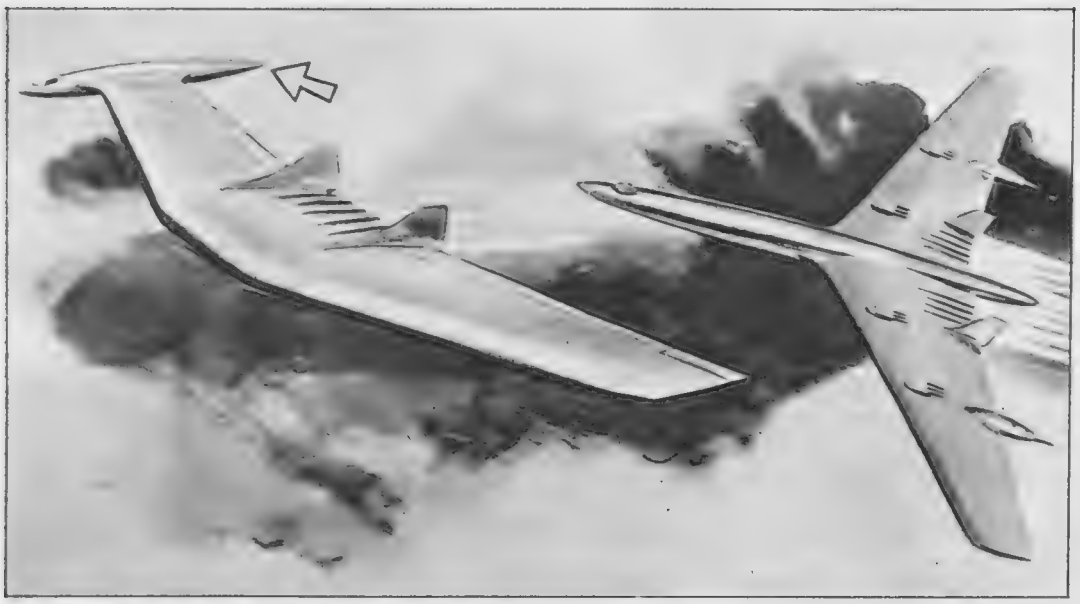
THE SHAH AND HIS EMPRESS GO SKI-ING IN THE ELBURZ MOUNTAINS : The Royal couple climbing the snow-covered slopes accompanied by friends and a military escort. The Elburz Mountains, just to the north of Teheran, offer ideal ski-ing conditions. The highest peak in the range is nearly 20,000 ft. The Shah and his Empress were married in February at the Palace in Teheran at a largely attended private ceremony.

THE PRINCESS ROYAL AT ST. MORITZ : The Princess, who is recuperating in Switzerland following an operation for sinus, seen with Field-Marshal Sir Claude Auchinleck on the ski-ing slopes. They were both spectators at the Inter-Services Ski-ing Competition. They saw the Army win a decisive success when Colour-Sergeant A. C. Broadman, West Yorks Regiment, became the Inter-Services Champion following a brilliant win in the slalom.

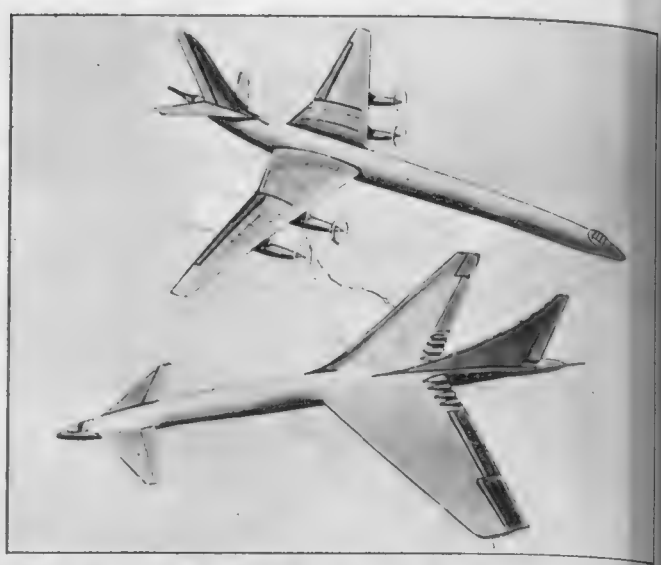
ANOTHER PHASE IN THE BATTLE OF HELIGOLAND, 1951 VERSION : A young German disembarking at Brunsbuttel, near Cuxhaven, from the British frontier control boat *Eileen*. He was one of seven Communists forcibly removed from the former fortress island after they had staged an invasion as a protest against its continued use as a British bombing ground. On board the *Eileen*, which carried out the round-up, were two British public safety officers and fourteen German policemen. In January, it may be remembered, another party of squatters took possession of Heligoland, being led by Prince Hubertus Zu Lowenstein, leader of German Action, a Right-Wing Roman Catholic Movement. As a result of these peaceful invasions, which have caused much agitation in Germany, the British Government has now informed the German Federal Government that the use of Heligoland for bombing practice is to be discontinued and that sand banks off North-West Germany have been prepared as an alternative target area.

GOVERNOR THOMAS E. DEWEY, OF NEW YORK, APPEALS FOR THE OVERWHELMING REPUDIATION OF MINORITY REPUBLICAN PROPOSALS TO PUT CONGRESSIONAL RESTRICTIONS ON THE DESPATCH OF AMERICAN TROOPS TO EUROPE : The Governor is seen (right) appearing before the Senate Foreign Relations and Armed Services Committees in Washington, and he is facing across the tables Senators Richard Russell, Tom Connally, Alexander Wiley, Henry Cabot Lodge, Jnr., Charles Tobey and Leverett Saltonstall. Dewey asserted that the efforts, which are led by Senators Kenneth S. Wherry of Nebraska and Robert A. Taft of Ohio, were those of men trying to cling to "one little toe-hold of isolationism." All such attempts, Mr. Dewey declared, in his forthright harangue, would if successful paralyze the defence of the United States and might lead to the "suicide" of the free world. Accordingly, he said, they must be "beaten—and big" in order to "let the world know that we are not going to turn tail and pull out of Europe."

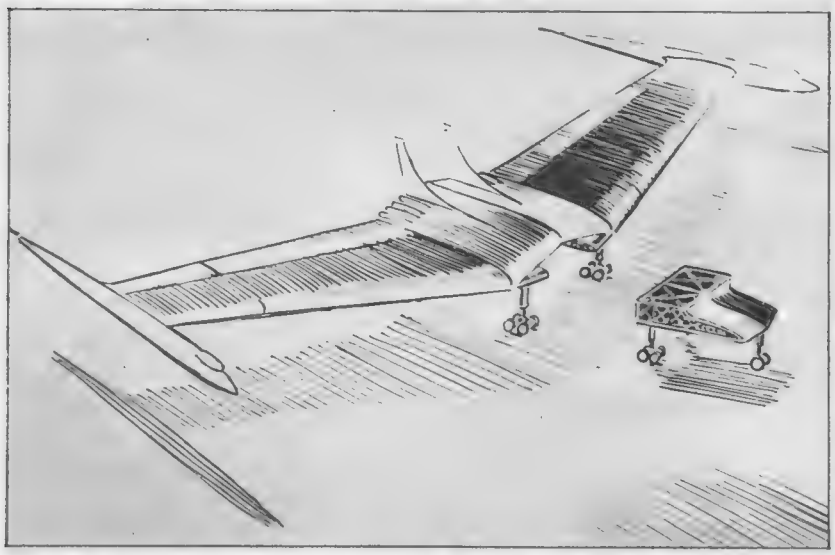
CELEBRATING THE FIFTIETH ANNIVESARY OF THE DEATH OF GIUSEPPE VERDI—THE PREMIÈRE OF THE OPERA "AÏDA" AT LA SCALA, MILAN : *On left*—The performers acknowledging the applause at the end of the opera. From left to right are Tancredi Pasero; Constatina Araujo, the Brazilian soprano who replaced the prima donna Renata Tebaldi at short notice; Frigerio; Vittore Veneziani (director of chorus); Victor de Sabata; Fredora Barbieri and Del Monaco. *On right*—Lord and Lady Harewood, who were present at the performance, seen with Fredora Barbieri and Antonia Ghiringhelli, Superintendent of La Scala. The ceremonies commemorating the anniversary of Verdi's death opened in Milan on January 27 with a Solemn Mass celebrated in the Cathedral. Earlier, an inspection of Verdi's remains in the chapel of the rest home for retired musicians proved that his body has been well preserved.

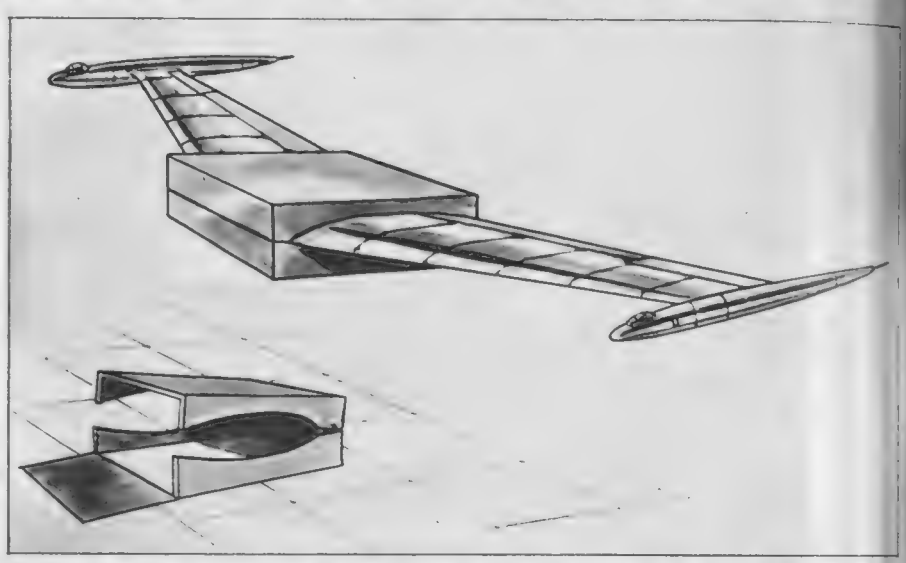


FIRST STEPS TOWARDS NUCLEAR-ENERGY FLIGHT : Here are two ideas propounded by American aeronautical experts for harnessing atomic power to aerial transport, a project which for the past four years has engaged the attention of the United States Air Force and the Atomic Energy Commission. It is known as the N.E.P.A. project. In the atomic plane on the left the crew's quarters are in the compartment on the right wing-tip, where they would be as far away as possible from the atomic power plant in the left centre of the wing. In the drawing on the right the crew occupy the fore-part of the long fuselage, and here again are well away from the radiations of the power plant.



THE PISTON-ENGINED BOMBER OR AIR-LINER OF TO-DAY AND THE AIRCRAFT OF THE FUTURE, WITH A RADIOACTIVE POWER PLANT : The atomic power unit would be in the tail of the aircraft, well away from the crew's compartment. In the opinion of Sir William Hildred, Director-General of the International Air Transport Association, "atomic power will make possible aircraft which can fly farther and faster with a greater payload than anything known to-day. We may then have aircraft," he says, "with which we can make money."





RADIATION DANGER IS THE BESETTING PROBLEM OF THE DESIGNER OF ATOMIC AIRCRAFT : The drawing *on the left* by an American artist suggests a method of detaching the power plant from the air-frame after a machine returns to base. The radioactive power plant could be wheeled for overhaul to a well-shielded vault. *Right*—This alternative drawing suggests a giant shield of lead or cement which might be used for protecting the plant when the plane is on the ground and without removing the plant, as shown in the first drawing. When in the air the remote position of the crew's quarters would probably ensure protection against noxious radiations.

THE AUSTER J 5 FLOAT-PLANE READY FOR TRIALS AT BEAUMARIS, ANGLESEY : The New Zealand Government, which uses land-plane versions of the Auster for forestry patrols, including fire-spotting and various other general duties, has now ordered the float-plane version, together with a second set of floats. The floats can be easily fitted to the landplane version of the Auster, and there is also a stabiliser fin and water rudder control. Similar conversions of the Auster Mark VI were used on an Antarctic expedition last year. In New Zealand the Auster usually goes by the name of the Autocrat.

THE FIRST PLANS FOR AN

ATOMIC AIRCRAFT

America Propounds Some Remarkable Ideas for Harnessing Nuclear Energy to Giant Bombers and Transports

The news has just become known that Britain's atom engineers can build an atomic engine to power a medium-sized aircraft-carrier, and that only another six or nine months are needed to work out details of design and cost. Now from the United States there are tidings of atomic progress in another direction, namely, in the building of aircraft propelled by nuclear energy. This is known in the United States as the N.E.P.A. project (Nuclear Energy for the Propulsion of Aircraft). It has been carried on for the past four years at Oakridge, Tennessee, and has been under the direction of the United States Air Force. The Atomic Energy Commission has been holding a watching brief, and the Naval Bureau of Aeronautics has apparently been sharing the cost. The prime contractor has been the Fairchild Engine and Airplane Corporation, which has been employing several hundred workers on the project. In the next stage it is expected that the General Electric Company will enter the field, working towards the construction of a test engine in its jet-engine plant at Cincinnati, Ohio.

General Vandenburg, the Chief of Staff of the United States Air Force, is reported to have said that "nuclear energy flight is closer than most people believe," and this would seem to be borne out by Sir William Hildred, the Director-General of the International Air Transport Association, who in a recent speech pointed to the commercial possibilities of the transport plane propelled by nuclear atomic power.

Vast problems are having to be overcome by engineers on both sides of the Atlantic in building engines which can stand up to the tremendous stresses of nuclear bombardment and yet fulfil other important requirements. Two elements that have met these needs are beryllium and zirconium, both of which are difficult to melt. The problems indeed are enormous, not least those of counteracting the effect of radiation when atomic power plants are actually installed within planes.

RIDE OF THE AMERICAN AIR FORCE: F 86 Sabre Jet fighters from the 56th Fighter Interceptor Wing at Selfridge Air Force Base, Michigan, streaking over downtown Detroit at over 600 m.p.h. This North American fighter, holder of the official speed record of 670.9 m.p.h., is powered by a General Electric engine of 5,200 static thrust and has a service ceiling of 45,000 ft. It was on September 15, 1948, that Major Richard Johnson, of the United States Air Force, set up the speed record over the measured mile at Muroc Lake. His plane was complete with armament and combat equipment. In recent months the F86 has been giving a good account of itself in Korea.

THE FIRST TWIN-ENGINED FLYING-BOATS TO BE DEVELOPED FOR THE U.S. NAVY SINCE THE WAR: Fledgling birds soon to join the fleet are these Martin P5M-1 Marlin flying-boats, seen under construction at the Martin works. The aircraft in foreground has been undergoing its water test (in which the hull is filled with water to show whether there are any leaks) and at the same time it has started to sprout the wings which will carry it on long anti-submarine patrols. The Marlin has been designed especially to seek out and destroy enemy submarines and, electronically, will be among the most completely equipped aircraft in the U.S. Navy. The most characteristic feature of the P5M-1, the successor to the P.B.M. Mariner which was in production for nine years, is the new hull design. This is a result of a long series of tests made in co-operation with the Navy and the National Advisory Committee for Aeronautics with models in the towing tanks of the Stevens Institute of Technology. From the shallow Vee-type step aft, the hull is noteworthy for its depth and length. This long afterbody is designed to permit safer alightings on rough water, without excessive pitching and bouncing, and to reduce normal take-off time and distance. The added buoyancy will also protect tail surfaces in rough seas. There is a bay beneath the wings of the P5M-1 for the storage of bombs, mines, depth-charges, etc. The equipment for submarine detection includes a bow radar scanner.

ITED STATES NAVY "ABLE MABELS" (F8F BEARCATS) KEEPING PERFECT FORMATION AS THEY RETURN TO OPA LOCKA, THE MIAMI NAVAL AIR BASE: The aircraft are seen passing over Miami Beach, with the city of Miami in the far-distance. At Opa Locka, as at numerous other Naval Air Reserve Stations in America, a programme of intensive training of reservists is now taking place. It is estimated that in an emergency enough reserve squadrons could be raised to man fifty-five aircraft carriers. At Opa Locka each squadron is given two-weeks intensive combat training, so that if the moment came for active duty the average reservist would be almost ready.

PREPARING for the ICE PATROL of 1951

HOW THE AMERICAN COAST GUARDS KEEP TRACK OF THE BERGS WHICH DRIFT SOUTH ACROSS THE SEALANES

DRIFTING SOUTH WITH THE LABRADOR CURRENT: A giant iceberg with twin peaks heading across the shipping lanes of the North Atlantic. The International Ice Patrol of the U.S. Coast Guard Service has already carried out pre-season ice reconnaissance flights and is now established at Argentia, Newfoundland, ready to begin the annual patrol in April. Reconnaissance flights by planes and surface observation by vessels enable the United States Coast Guards to keep track of the bergs throughout their menacing southward drift.

A BERG MOVES MAJESTICALLY THROUGH THE NORTHERN ICE-FLOES: The berg was spotted from a Coast Guard plane during the 1950 Ice Patrol, being followed in its course practically from the moment when it calved from a Greenland glacier to the time of its final disintegration, when astride the shipping routes. During spring the Ice Patrol commander broadcasts from his headquarters at Argentia, Newfoundland, the latest news of the bergs.

THE U.S. COAST GUARD VESSEL "ACUSHNET" FRAMED BY THE TWIN PEAKS OF A GIANT BERG: When a berg such as this is sighted amid the fog belt off the Grand Banks of Newfoundland, or at any point near the shipping lanes, its location and movement are checked, and twice daily broadcasts are made regarding its whereabouts.

"FLOATING ALONG WITH ITS TOES TURNED UP": This is how an American Coast Guard described this berg when he spotted it in an advanced state of disintegration well south along the shipping lanes.

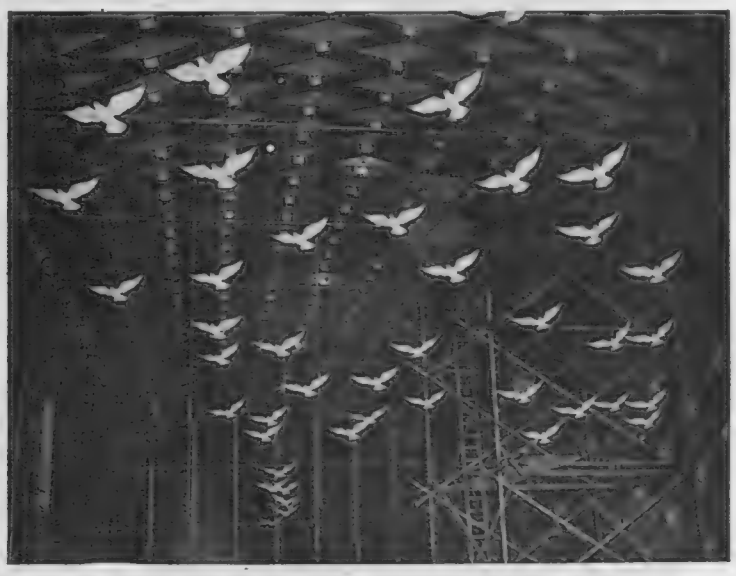
FANTASTIC SHAPES UPON A DARKENING SEA: *Right*—**A berg shaped like a human foot, and (*left*) another berg in the likeness of a charging rhinoceros. These two pictures were both taken at sundown, one from the patrol vessel *Acushnet* and one from a patrolling aircraft.**

Ever since the *Titanic* disaster in 1912, when the world heard with horror and dismay that the newest and finest liner had gone down upon the Western Ocean with the loss of no fewer than 1,500 lives, United States Coast Guards have played a vital part in keeping shipping informed of the southward drift of the bergs. With the increasing reliability of aircraft to help them, the international ice patrol by the U.S. Coast Guards has widened in scope, and now does a first-class job in ensuring the safety of shipping. The 1951 Ice Patrol is now ready to begin, and the Americans have once again established their headquarters at Argentia, Newfoundland. Participating in the patrol are two long-range aircraft (PBIG's), three Coast Guard vessels, the 180-ft. oceanographic vessel *Evergreen*, which will be ready to depart from Boston on April 15, the 213-ft. seagoing tug *Acushnet*, now on standby status at Portland, Maine, and the 255-ft. cutter *Androscoggin*, which will be on standby status at Miami from to-day, March 10.

Together, this well-co-ordinated force will plot the course of the bergs. Before the 1951 patrol goes into full-scale action, however, providing its daily warnings regarding the position of the bergs, a series of pre-season ice reconnaissance flights is made. These enable an accurate iceberg census to be compiled, the bergs being plotted almost from the moment when they calve from Greenland glaciers. Although nearly all Greenland is a land of glaciers it is now known that twenty of the glaciers located in West Greenland are responsible for most of the southward drifting bergs. Hundreds of these bergs disintegrate during the three-year-long drift of almost 2000 miles, but hundreds of others do reach the Atlantic, an area blanketed by fog from April to July, and through which passes the world's heaviest seaborne traffic. Icebergs cannot be destroyed by man or diverted from their course, hence the value of, first, the census, and, secondly, of the patrol which keeps track of the bergs until the end of their days.

RAISING THE FLAG ON THE SOUTH BANK EXHIBITION SITE—THE HANDING-OVER CEREMONY OF THE CANADIAN FLAGSTAFF ON THE TERRACE IN FRONT OF THE ROYAL FESTIVAL HALL: The scene on the South Bank site of the Festival of Britain as Mr. L. Dana Wilgress, the Canadian High Commissioner, hauled up the Union Flag during the ceremony in which he handed over the flagstaff to the people of London. The flagstaff of Douglas fir, 102 ft. high, a Festival gift from the Government of British Columbia, was accepted on behalf of the London County Council by its chairman, Mr. J. W. Bowen. Shaped from a 250-year-old fir, it is now the tallest and largest unstayed flagstaff in the country.

NIGHT-WORK ON THE SOUTH BANK FESTIVAL SITE: Outlining a trellis-work of wickerwork, light gleams through the glass walls of the Lion and Unicorn Pavilion during night operations on the main site of the Great Exhibition of 1951. In this hall four sculptors have been carving the biggest inscription planned in Britain for 1,000 years. Depicting "British Freedom" it has been designed by Mr. Harry Hart, and carved on a 25-ft.-high wall of Cotswold stone. The exhibition is due to open on May 3, and in order to keep to this date men have been working at top speed throughout the night. Rain has caused a delay of five-weeks work on the site.



THE WINGED EMBLEM OF FREEDOM: Some of the fifty white plaster doves which have been suspended from the roof of the Lion and Unicorn Pavilion. They have been strung out from a cage to an open window in order to symbolise the attainment of freedom.

FESTIVAL NIGHT-WORK on the SOUTH BANK

And the Handing Over of the Flagstaff from British Columbia

THE TRANSPORT PAVILION WITH ITS WALLS OF ASBESTOS SHEETING AND GLAZING BY NIGHT: This section of the Exhibition will be concerned with British Transport by air, road, rail and sea. The fullest use is to be made of working exhibits, including models of docks and airports and a model of the railway which carries parcels under London. Numerous full-size examples of contemporary locomotives have already arrived as exhibits in this pavilion, which is about 250 ft. long.

THIS IS THE CENTREPIECE OF THE FESTIVAL OF BRITAIN: This aerial view, taken above the roof-tops of Lambeth, shows the site of the Great Exhibition on the South Bank as it now appears, about two months prior to the official opening by the King. Dominating the upstream sequence on the left is the great Dome of Discovery. Externally, this is now almost complete, but within, the progress of installing exhibits has as yet made little headway. One of the exhibits within will be the 80-ton telescope which, after the Festival, will be shipped to its destination in Australia. Dominating the downstream sequence is the £2,250,000 Royal Festival Hall, with the Old Shot Tower on the right. It will be seen that there are two landing stages to take visitors to and from the Battersea Pleasure Gardens. Flanking Hungerford Bridge in the centre of the picture is the bridge built by the Royal Engineers to bring pedestrians to the site from Charing Cross.

LOOKING UPSTREAM FROM A POINT EAST OF WATERLOO BRIDGE: This is another aerial view of the Great Exhibition grounds on the south bank of the Thames. Here the Royal Festival Hall and the Old Shot Tower are seen in the foreground. There will be an entrance to the site from Waterloo Bridge, another one by way of the Bailey Bridge, and a main entrance in the York Road near Waterloo Station. The building with the "broken" roof beyond the Dome of Discovery will house industrial exhibits.

THE FESTIVAL from the AIR

The Progress of the South Bank Exhibition and the Pleasure Gardens

AMID A SEA OF MUD THE FESTIVAL PLEASURE GARDENS IN BATTERSEA PARK BEGIN TO TAKE SHAPE: This aerial view, with the Thames on the left and Battersea Park lake on the right, looks eastwards across the site in the direction of Battersea Power Station. The belt of trees on the left screens the riverside area, where among other things there will be a theatre and a wine garden surrounded by colourful pavilions. On the right of the gardens in the foreground will be the Crescent Restaurant, and stretching eastward from this will be series of pavilions and arcades, towers and pagodas, terraces and gardens, lakes and fountains, all of which will add variety to the scene. In the far distance is the "mountain and valley," the railway which will be the main attraction in the amusement section. Running along the carriageway flanking the Thames will be a miniature Bond Street, with shops housed in a series of pavilions. Running along the southern section of the Pleasure Gardens will be the Emett miniature railway with two stations, one at the Crescent Restaurant and one in the Amusement Park.

Despite strikes, rumours of strikes, and floods of rain, the Great Exhibition on the South Bank, between Waterloo Bridge and County Hall, and the Pleasure Gardens in Battersea Park, on what was once a Thamesside swamp and is now temporarily a swamp again, are progressing swiftly towards completion. A host of problems beset the planners and the builders, but Mr. Morrison, now dubbed "Lord Festival" by his political friends and foes alike, assures us that all will be ready (if humanly possible) in time for the Royal opening in May. On the site of the Great Exhibition on the South Bank, the seventeen buildings are more or less complete, but the work of furnishing, decorating and equipping them is far from finished, and the electricians, much concerned about the bulk of their wage packets, are among those who are holding up the task. In the Battersea Pleasure Gardens the chief obstacle is the battle against the mud. With unprecedented rains in December, January and February, the creation of the gardens has been no easy matter. Here, again, however, there is confidence that, despite the lost time, all will be ready for the inaugural day, and this counterpart of Copenhagen's famed Tivoli will by May be a blaze of colour and light, a fit symbol of the brighter side of British life in this year of Festival.

The Festival Year at Goldsmiths Hall

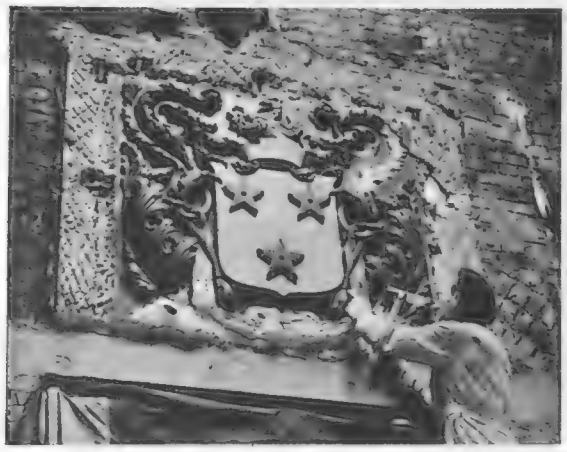
A FAMOUS CITY COMPANY PREPARES TO DISPLAY LONDON'S TREASURES

The wanderer in London in this year of Festival 1951 will find no more surprisingly rural spot than the corner of Gresham Street and Foster Lane, where since 1947 there has been an attractive garden cultivated out of the ruins of a blitzed site. It lies opposite to the Goldsmiths Hall, and was started by the staff of the Worshipful Company of Goldsmiths, a veritable God's Acre, for it is on the site of the Church of St. John Zachary, for so long the Goldsmiths' parish church. The Goldsmiths Hall itself, now standing amid these scenes of almost pastoral charm, once part of the throbbing heart of Cheapside, managed to survive the blitz, although the south-west corner was completely wrecked.

To mark this year of Festival the Goldsmiths Company is holding two most important exhibitions, the first of them in May and June, when Londoners and visitors to London will have the opportunity of visiting this rural area in the City and of seeing, gathered in the now restored Court Dining Room of the hall, some of the historic plate of the Goldsmiths and other City Companies. It will be a display worthy of the traditions of one of the richest, most ancient and practical of all the great City Companies.

The original site of Goldsmiths Hall belonged, in the reign of Edward II, to Sir Nicholas de Segrave, a Leicestershire knight, brother of Gilbert de Segrave, Bishop of London. The date of the Goldsmiths' first building is uncertain, but it is first mentioned in their records in 1366 (Edward III). The second hall is supposed to have been built by Sir Dru Barentyn in 1407, and it was this building which in the days of Cromwell's interregnum served as the Exchequer of the Commonwealth, and it was there that the Lord Protector stored all the wealth he obtained from the sequestration of Royalists' estates. The present Goldsmiths Hall was the design of Philip Hardwick, R.A. The Company itself dates from about 1180, and to this day it retains the statutory duty of assaying and hall-marking gold and silver plate.

THE GRAND STAIRCASE OF THE GOLDSMITHS HALL: Renovations and repairs in progress in the famous hall in Foster Lane, where the Worshipful Company of Goldsmiths is preparing two important Festival Year exhibitions, the first from May 1 to June 16, showing the historic plate of the Goldsmiths and other City Companies, the Corporation of the City of London, the Bank of England and other bodies, such as Inner Temple and Middle Temple. Modern silverwork, including ceremonial pieces by British craftsmen, will be shown at the second exhibition in July and August. The entrance to the exhibition room is seen on the right of this picture. The absence of marbling on the walls is due to the fact that it was rendered insecure by the bombing in 1941, when the Court Dining Room had a direct hit.



COAT-OF-ARMS OF A SEVENTEENTH-CENTURY BENEFACTOR OF THE GOLDSMITHS: A craftsman on maintenance work on the device above the exhibition hall doorway.

The Goldsmiths' records begin in the days of Edward III and much curious information they yield. The King granted the Corporation the right to inspect, try and regulate all gold and silver wares in any part of England, with power to punish all offenders detected in working adulterated gold and silver.

During the Middle Ages the City Companies were very attentive to religious observances, and the Wardens' accounts show constant entries relating to such ceremonies, notably on the great annual feast day of St. Dunstan (patron saint of Goldsmiths), when the books of expenses show the cost of masses sung for the Company, of payments for ringing the bells of St. Paul's, and for charities maintained at the Church of St. John Zachary.

In the reign of Henry VI the records positively glow with pageantry, as witness the receipt of an invitation to the Goldsmiths from Henry VI to meet his Queen, Margaret of Anjou, on their arrival in London from the Coronation in Paris. By that time the Goldsmiths had attained to true civic dignity, and it must have seemed a far cry from the days of Henry II when goldsmiths and tailors, infected by the pugnacious spirit of the age, fought in London streets to settle their inter-guild arguments.

All this and much more will be brought to mind by the coming exhibition of the Goldsmiths' treasures and those of other Companies, and it is good to know that the City generally is co-operating with such energy in a Festival Year display in which the Goldsmiths have so enterprisingly given the lead.

THE CELEBRATED BOWES CUP: This was presented to the Goldsmiths in 1561 by Sir Martin Bowes, Lord Mayor of London and Sub-Treasurer of the Mint. When Sir Martin surrendered his post at the Mint he was found to be £10,000 in debt to the King, but apparently the government of the day was well satisfied with his stewardship, as it granted him an annuity over and above his pension.

CIVIC TREASURES WHICH WILL BE DISPLAYED AT THE FESTIVAL EXHIBITIONS OF THE GOLDSMITHS COMPANY: *Left*—A showcase including the Seymour Salt, which belonged originally to Queen Catherine of Braganza, an inkstand made by de Lamerie in 1741, the Rogers Salt, of 1601, given by the Controller of the Mint, and the Gibbon Salt, made in 1576. *Right*—A sideboard dish by de Lamerie, and the Goldsmiths Company's Mace, dated 1728, which is used to-day for their official occasions. Some of the showcases, designed and made on the premises by the Goldsmiths staff, are movable, others are recessed in the walls as fixtures.

RENOVATING THE HOUSE OF LORDS

AFTER ITS USE BY THE HOUSE OF COMMONS

Last October, when the Members of the House of Commons returned to their newly-restored Chamber, it was decided that before the Peers again took up residence in their own Chamber, the House of Lords should be cleaned and renovated. Meanwhile, the Peers are continuing to meet in the King's Robing Room, in which place they have met since they vacated their own quarters in 1941. The seating of the House has been removed and a mass of tubular scaffolding now reaches to the roof. In a Committee Room a model of the House shows how the seating space is to be reduced in order to make room for Peeresses' seats behind the Bar. One of the most colourful features in the renovation of the Lords will be the restoration of the huge Italian Renaissance-style frescoes above the Throne and above the Members' Gallery at the opposite end of the Chamber. For weeks past now, artist restorers have been engaged in the cleaning of the expansive scenes of history and of the spirits of Justice, Religion and Chivalry by Cope, Dyce, Maclise and Horsley. This restoration work is being carried out under the supervision of Mr. V. C. Hardingham, who is being assisted by Mr. W. Percival-Prescott. The renovation of the Chamber will not be finished until May. The House of Lords forms part of the building erected in 1857 to the design of Sir Charles Barry. The Houses of Parliament were hit no fewer than twelve times by bombs during the war, the Commons being destroyed on May 10, 1941.

RENOVATING THE CHAMBER OF THE UPPER HOUSE OF PARLIAMENT AFTER ITS USE BY THE COMMONS: A general view of the interior of the House of Lords looking towards the Throne, and showing the tubular scaffolding which has been erected throughout the Chamber for the purpose of cleaning the ceiling and walls. In the foreground, workmen can be seen preparing the way for the new seating. The Chamber, which was vacated by the Commons last October, will not be ready until May. Meanwhile, the Peers continue to meet in the King's Robing Room.

IN THE CHAMBER OF THE PEERS: "Edward the Black Prince receiving the Order of the Garter" being retouched and cleaned by Mr. V. C. Hardingham. It was painted by C. W. Cope in 1847.

ABOVE THE THRONE IN THE HOUSE OF LORDS—CRAFTSMEN ENGAGED IN THE RENOVATION OF THE FIGURES AND CARVINGS: *On left*—Mr. R. Hawes, the gilder, seen at work on one of the five figures above the Throne. *On right*—Mr. D. MacIntyre engaged in the replacing and renovation of the carvings. The square Woolsack, seat of the Lord Chancellor when presiding over the sittings of the House of Lords, is situated just at the foot of the three steps leading up to the Throne.

BRITAIN BUILDS A NEW LUXURY LINER FOR THE FRENCH MERCHANT MARINE: The *Provence* seen in the Neptune Yard of Messrs. Swan, Hunter and Wigham Richardson at Newcastle-on-Tyne before leaving for Le Havre, where she has now been taken over by the Société Général Transport Maritime. The *Provence* will go into service between Italy, France and South American ports, her easternmost port of call being Genoa, and her westernmost Buenos Aires. The *Provence*, with a total complement of 1,564 and a gross tonnage of 16,000, is the largest liner built at Swan, Hunter's Neptune Yard. Some of the decorations were carried out at Newcastle by French workers sent over for the purpose.

DOWN TO THE SEA

New Launchings in Home and Foreign Ports; Britain Continues to Build on a Big Scale for the Merchant Navies of the World

A NEW VESSEL FOR THE PORTSMOUTH–ISLE OF WIGHT SERVICE—THE LAUNCH OF THE M.V. "SHANKLIN" FROM DENNY BROTHERS' SHIPYARD AT DUMBARTON: The new twin-motor vessel, which is to join her sister-ships *Southsea* and *Brading* on the British Railways' Isle of Wight service, will carry between 1,200 and 1,400 passengers at an estimated speed of 14½ knots. She is driven by Denny-Sultzer engines and has a deadweight of about 200 tons. During last summer the *Shanklin's* two sister-ships conveyed about 3,500,000 passengers on the Portsmouth-Ryde route.

HER HULL WAS BUILT BY A SWEDISH FIRM; HER GENERAL FITTING-OUT WAS COMPLETED AT KIEL; AND SHE IS OWNED BY A NORWEGIAN COMPANY: The *Skaubryn*, built essentially as an emigrant ship, has just left Germany on her maiden voyage to Australia, carrying 1,221 displaced persons who are to become New Australians. The *Skaubryn* is the first liner built in Europe according to the new International Conventions of 1948. She is rated at 9,700 tons gross, and her speed of 17 knots will enable her to make the trip from Germany to Australia in fifty-eight days.

A NEW MOTOR-DRIVEN OIL TANKER FOR NORWAY BUILT IN A BRITISH SHIPYARD—THE LAUNCH OF THE "ORKDAL" FROM HARLAND AND WOLFF'S BELFAST YARD: The 12,000-ton deadweight motor-vessel has been built to the order of Messrs. Moltzau and Christensen, of Oslo. The launching ceremony was performed by Mrs. Ragnar Maltzau, who was accompanied by Mr. Ragnar Maltzau, Mr. R. C. R. Christensen and Mrs. Christensen. *Orkdal*, which has a length of about 487 ft. 6 ins., has a cruiser stem, a modern-type semi-clipper stem rounded above the waterline, two masts and a streamlined funnel. She has two main longitudinal bulkheads, with transverse bulkheads forming twenty-four cargo oil tanks. A gas-tight cargo-hold forward is provided, and below this hold is a deep tank for oil fuel or water ballast. Oil fuel will also be carried in deep tanks forward of the motor-room and in double-bottom tanks under the motor-room. The ship has been built under the survey of Norske Veritas to Class 1 A.1 for carrying petroleum in bulk, and to the requirements of the Norwegian Ship Control and Measurements Authorities. *Orkdal* is propelled by a 6-cylinder, single-acting, 4-stroke Diesel engine, having cylinders 740 mm. and stroke 1,500 mm. working on the under-piston system of pressure induction. The ship's engine is conservatively rated, and provides the necessary power at 115 r.p.m.

LAUNCHES ON CLYDESIDE AND TYNESIDE: *Left*—The tanker *Majorian*, of 16,800 tons gross, seen before her launching from Vickers Armstrong's naval yard at Walker-on-Tyne. The ceremony was performed by Mrs. Zorica Glen, wife of Commander A. R. Glen, partner in Messrs. Clarkson and Company, shipbrokers in this country for the Norwegian owners, Aksjerederiet Julian. *Right*—The *Ciudad de Medellin*, a 5,500-ton freighter, was the first major launching on the Clyde this year. The freighter was named by Dona Neatriz Li de Sanchez Amayo, wife of the Colombian Ambassador in London. On completion the ship will sail under the flag of the Flota Mercante Grancolombiana, for which this is one of two ships being completed on the Clyde. The Flota Mercante Grancolombiana is the merchant fleet operated jointly by Venezuela, Colombia and Ecuador. Plans are being laid to extend their services to Peru and Chile, and Panama and Bolivia are considering becoming shareholders. There are indications that Grancolombiana intend to expand their services to European ports.

AN UNUSUAL DELAY IN AN ABERDEEN SHIPBUILDING YARD—TWENTY MINUTES AFTER THE BOTTLE HAD BROKEN ACROSS HER BOWS THIS VESSEL WAS STILL ON THE STOCKS: The *Kolbeinn Ungi*, seventh of a fleet of eight large trawlers being built at Aberdeen for the Icelandic Government, seen after she had eventually reached the water from the yard of Messrs. John Lewis and Sons Limited, Aberdeen. The hitch in her launching occurred because the tallow applied to the slips froze. The naming and launching ceremony was performed by Mrs. E. Thorkelsson, wife of the Icelandic Government representative for the construction of vessels in Great Britain.

THE LAUNCH OF THE "CAPE ST. MARY": The motor-vessel *Cape St. Mary* seen after her launching at the shipbuilding yard of Messrs. Hall, Russell and Co., Ltd., Aberdeen. Launched by Mrs. Angus Taylor, wife of a director of the West African Fisheries Research Institute, the ship was built with funds supplied by the United Kingdom Government under the Colonial Development Welfare Act, and will be used by the scientific staff based at the laboratory of the West African F.R.I. at Kissy, near Freetown, Sierra Leone, to which port she will sail after her trials at the end of April. With an overall length of 117 ft. and a beam of 25 ft., the *Cape St. Mary* is powered by a 350-h.p. Diesel engine driving a single screw, estimated to provide a maximum speed of 12½ knots.

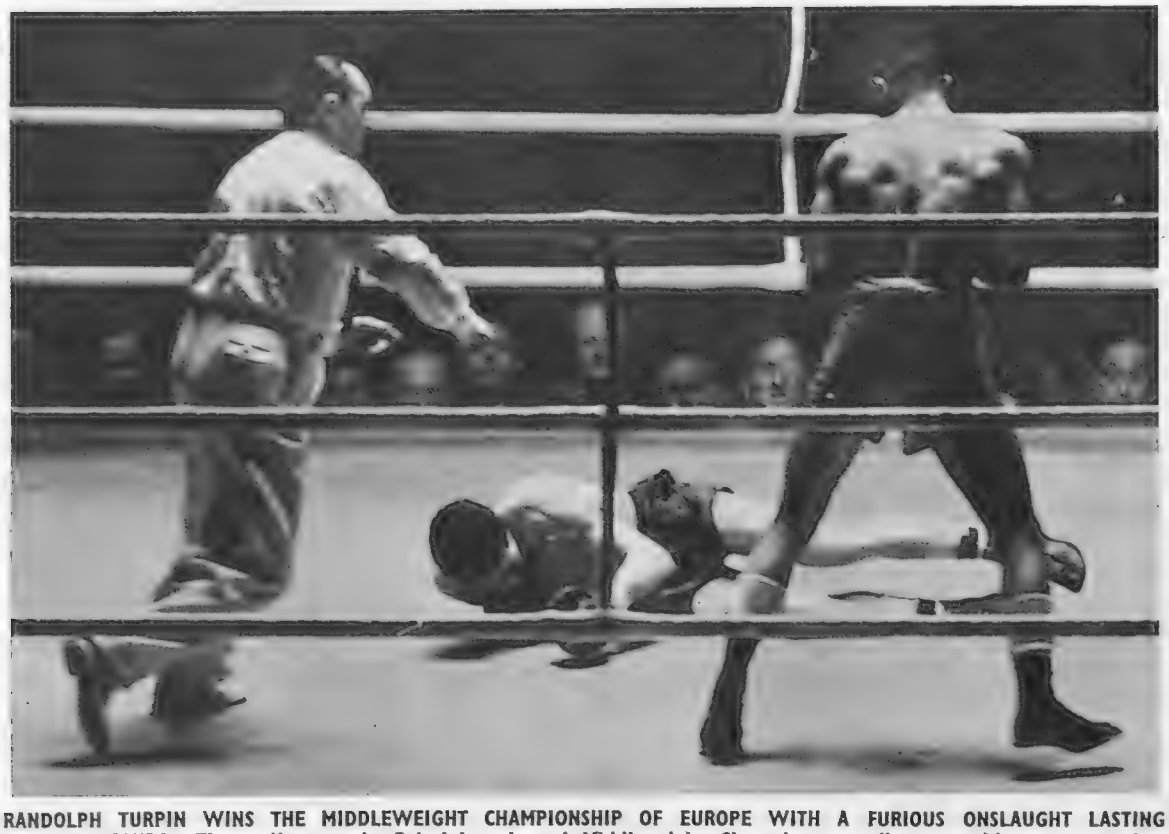
FROM AN ESCORT CARRIER TO A FREIGHTER—A FORMER BRITISH SHIP IN THE PROCESS OF CONVERSION AT A HAMBURG YARD: The 8,000-ton ship, known at the time of her conversion as the *Granpond*, seen at the German shipyard where she is being converted into a freighter. Work on the vessel began some weeks ago, when it was estimated that the conversion of the ship would take about four months to complete. The *Granpond* will emerge 2,000 tons lighter and will be known as the *Condor*. During the war, when several merchant ships were equipped with flight-decks, she served as a combined carrier and freighter with Allied convoys.

A DANISH HOSPITAL SHIP FOR KOREA: The *Jutlandia*, which the Danish Government chartered from the East Asiatic Company, has now been converted into a hospital ship, and she arrived in Copenhagen towards the end of January to take on provisions before setting out for Far Eastern waters, where the vessel is now due to take up duty. The *Jutlandia* can accommodate 300 patients, and in an emergency another 100 beds can be set up. The hospital staff is 91, and the ship's crew numbers 100. The leader of the hospital unit is Captain Kaj Hammerich, former President of the Danish Red Cross.

Home News in Pictures

HARRINGAY'S KNOCK-OUT EVENING

BRITISH BOXING STAGES A COME-BACK IN LESS THAN TWO MINUTES; OXFORD ON THE TIDEWAY; SOME PERSONALITIES IN LONDON



RANDOLPH TURPIN WINS THE MIDDLEWEIGHT CHAMPIONSHIP OF EUROPE WITH A FURIOUS ONSLAUGHT LASTING 38 SECONDS: The ex-Navy cook, Britain's coloured Middleweight Champion, standing over his opponent, Luc Van Dam, the Dutch Champion, after he had floored him in 38 seconds of actual fighting, the bout lasting in all 48 seconds from start to finish. Almost from the gong Turpin landed a right jab, a left hook and then a perfect right cross. The swarthy Dutchman fell to the canvas and rolled on his back, where he was counted out. One correspondent at Harringay declared after this sensational attack Van Dam fell as though sandbagged. It was the perfect knock-out. Turpin has first to beat Dave Sands, the Australian, before he can tilt at the Middleweight crown of "Sugar" Ray Robinson. Sands and Turpin will meet in May. Within a few minutes of Turpin's victory at Harringay there was another sensational knock-out in the same ring, this time by Cockell, and another British triumph over foreign opposition.

THE SECOND SENSATION OF A SENSATIONAL EVENING AT HARRINGAY: Don Cockell, the British Light Heavyweight Champion, delivering the knock-out blow when beating Lloyd Marshall, the American Negro, in a total elapsed time, including the count, of 35 seconds. This bout followed just after that in which Turpin had dispatched the Dutch Middleweight Champion. Marshall, the conqueror of Freddie Mills and the scourge of British boxers for a long while past, received a left hook and a right swing from Cockell, and was counted out as he lay in a heap by the ropes. As a result of this knock-out the two main events of the programme occupied less than a minute and a half. Cockell has never before shown hitting power of this sort. He moved really fast, hooking away at top speed. Lloyd Marshall, the veteran American, only recently gave Tommy Farr a bad beating. It is possible that he is now well beyond his best, but none the less British boxing enthusiasts have reasons to be jubilant at these successes.

OXFORD START THEIR TRAINING ON THE TIDEWAY, THE FINAL STAGE OF THEIR PREPARATION FOR THE UNIVERSITY BOAT RACE ON MARCH 24: The Dark Blues seen in action at Putney during their first outing. The order of rowing was: J. F. E. Smith (Eton and New College), bow; A. J. Smith (Melbourne G.S. and Merton); H. J. Renton (Eton and Magdalen); C. G. V. Davidge (Eton and Trinity); M. J. Hawkes (Bedford and New College), C. G. Turner (Winchester and New College), D. N. Callender (Eton and Trinity), L. A. F. Stokes (Winchester and New College), stroke; G. Carver (Yale University and Balliol), cox. The Oxford crew created an excellent impression in this initial outing in which they covered about seven miles. It was mainly composed of paddling exercise in which the rate varied from 21 to 24. On the return home there was some half-minute bursts of rowing in which the boat ran well indeed.

THE ARMY THROW A BRIDGE ACROSS A RAILWAY: Men of the 115 Construction Regiment, Royal Engineers (Territorial Army), constructing a Bailey Bridge over the Southern Region main line at Whipton, near Exeter. The bridge will be used to carry traffic to the Devon County Agricultural Show which is to be held in May.

Above—**FESTIVAL YEAR DEMOLITION AT THE WHITE CITY: Work has begun on the demolition of this bridge across Wood Lane, West London, a bridge built originally for the famous White City Exhibition. The exhibition site has now been acquired by the British Broadcasting Corporation for the erection of an elaborate series of television studios.**

On right—**A MEET OF THE MIDDLETON AT WESTON: The Countess of Feversham and the Joint-Masters, Lord Irwin and the Earl of Halifax, were among the leaders as the field moves off to draw. At this meet a presentation was made to Lord Grimthorpe, formerly M.F.H. for fourteen years. Nearly one hundred mounted followers and many foot followers saw the presentation, which was made by Lord Middleton.**

E NAVY GAVE HIM A LIFT HOME: Mr. W. N. Gray, the Chief Commissioner of Police, Kuala Lumpur, and head of Malaya's biggest bandit-hunting police force, seen with Captain J. C. S. Salter, D.S.O., of the British cruiser *Jamaica*, before they parted company at Devonport. Mr. Gray came home in the *Jamaica*, travelling as a guest of the Royal Navy. Mr. Gray, who has been commanding a bandit-hunting force of 35,000 men, says the campaign has been progressing smoothly, but that 3,000 or 4,000 bandits still remain in the field. "We require more police, especially British personnel," he says. Captain Salter, who received a bar to his D.S.O. in Korean waters, has had the distinction of commanding the first British warship in the Korean War. Before going to the Pacific *Jamaica*, a cruiser of 8,000 tons, was in the West Indies.

THE FIRST BRITISH WARSHIP IN KOREAN WATERS: The cruiser *Jamaica* seen on her return to Devonport, where relatives of the officers and men were waiting to greet them after their long absence. In the Korean campaign *Jamaica* fired 2,460 6-in. rounds and 1,074 4-in. rounds, exceeding her Second World War figure of 1,756 6-in. shells. She went north of the 38th Parallel on one occasion to attack a power station.

RE FOR THE ANGLO-DANISH TALKS: The Danish Foreign Minister arrives in London. Mr. Ole Bjoern Kraft (right) greeted by the Danish Ambassador, Count Reventlow, at Victoria Station. Mr. Kraft was here for general discussions on Anglo-Danish trade which began on February 28 under the chairmanship of the Chancellor of the Exchequer. One of the main items on the agenda was the question of an increase in the price of Danish butter. Last September negotiations for an increase broke down when Mr. Webb, the Minister of Food, stated that before he could agree to an increase in price under the existing agreement it must be shown that the current price was too small to enable production to be maintained. Denmark's new Foreign Minister is not a well-known international figure. He is the leader of the Conservatives in the present Coalition of Agrarians and Conservatives in the Danish Parliament. He held the defence portfolio in the first all-party Cabinet, which was formed after the liberation of 1945.

THE CO-ORDINATOR OF NORTH ATLANTIC DEFENCE PRODUCTION ARRIVES AT LONDON AIRPORT: Mr. William Herod, with a suitcase in one hand and two dozen eggs in the other, landing from a Pan-American aircraft. Mr. Herod, who was born in Indianapolis, is no stranger to London, as for three years during the '30's he lived over here. He has also been here on many occasions since in his capacity as President of the International General Electric Company of New York.

PASTOR NIEMÖLLER AND FRAU NIEMÖLLER PAY A VISIT TO LONDON: The President of the Evangelical Church in Hesse and his wife seen on their arrival at the invitation of the Union of Democratic Control. During his stay Pastor Niemöller spoke at the Kingsway Hall against the re-arming of Western Germany, which he said would not help to increase European safety. Dr. Niemöller said he believed that Soviet Russia shrank from the idea of having a war in Central Europe.

LONDON'S CHINATOWN TO-DAY—A SHRINKING COMMUNITY IN THE POST-WAR YEARS: *Left*—Two seamen at the door of their lodging-house in Pennyfields, where there is a Chinese Seamen's Club, several Chinese restaurants and several English pubs. *Right*—New L.C.C. flats going up in what was once Chinatown.

nt-eyed men slinking along ill-lit streets, gleaming knives, fœtid opium dens. This fictional picture of London's China- n is shattered by the facts. Chinatown has now dwindled ost out of existence. To-day there are only 150 Chinese left he thousands who lived in the little streets fanning out of West India Dock Road as it runs down to Millwall. German bs did most to wipe out Chinatown. The old crowded nese shops, restaurants and boarding-houses are gone—but for the occasional shell of ruined walls. There are plenty of Chinese to be seen. Men dressed in latest American-style suits; but these are mere visitors; crews of ships putting in to the Port of London. The old inhabitants have scattered, some to suburbs, some north to Liverpool, and some have gone home. In the whole of England there are fewer than 10,000 Chinese compared with 90,000 in New York's teeming Chinatown. But back in 1934 the Chinese in London alone numbered 10,000. Most of London's Chinatown is now crammed into Pennyfields, a narrow little street gap-toothed with bombed sites. But still strictly Oriental, despite four British public-houses. Once there was a Chinese school in Pennyfields, where London-born children learned the language and ways of their fathers. Now the children go to the London County Council schools, and few of them are entirely Chinese. Chinamen settling in London usually marry English or part-Chinese girls.

GAY'S THE WORD
ON STAGE AND FILM

Royal Visits to the Theatre; *Gay's the Word* at the Saville Theatre; Harold Lloyd's New Film

THE KING AND QUEEN VISIT "GAY'S THE WORD": The Royal Party arrives at the Saville Theatre. Left to right in this picture are Commander F. W. Lipscomb; Colonel R. F. J. Hayward, V.C.; Mrs. Hayward; and Colonel J. Roxburgh (wearing spectacles); their Majesties; and Admiral Sir Neville Syfret. The performance was given in aid of the Ex-Services Welfare Society and raised £3,250. During the interval, Cicely Courtneidge, Jack Hulbert, Thorley Walters and Lizbeth Webb were presented to the King and Queen by Tom Arnold. The Queen wore a dress of gold brocade.

PRINCESS MARGARET ATTENDS THE FIRST NIGHT OF "KISS ME, KATE" AT THE NEW THEATRE, OXFORD: The latest American musical importation comedy was presented at Oxford, a week before its London opening at the Coliseum. Jack Hylton's production of the Broadway success has had a spectacular beginning and will rival the long runs of *Oklahoma!* and *Annie Get Your Gun*, one of whose stars—Bill Johnson—is also in the new show. With him are Patricia Morison (Kate) and cabaret artist Julie Wilson (Bianca). The story, by Sam and Bella Spewack, tells of a divorced couple, who come together to play *The Taming of the Shrew*. Music and lyrics are by Cole Porter.

AN EDWARDIAN PICNIC: A colourful scene in Ivor Novello's new musical play, *Gay's the Word*, at the Saville Theatre in which Lizbeth Webb sings "Sweet Thames," one of the many tuneful numbers in the show. Miss Webb is seen seated on the right in the picture. *Gay's the Word* is the result of a promise made by Ivor Novello to Cicely Courtneidge several years ago, when he said that he would write a show for her. It also marks the happy collaboration of Mr. Novello, who wrote and composed the words and music, with Alan Melville, who wrote the lyrics, and Jack Hulbert, who supplied the idea for the plot and produced the show. The result has been an outstanding success for all concerned, and advance bookings at the box office will ensure a run of at least a year. This, added to Ivor Novello's other big success, *King's Rhapsody*, puts him financially well in the lead of his theatrical contemporaries. Mr. Novello has now returned to *King's Rhapsody*, after a holiday in Jamaica.

CICELY COURTNEIDGE CONDUCTS AN AUCTION: The star of *Gay's the Word* plays a musical comedy star, who starts a dramatic school at her large country house, and has to sell up the home to keep it going. On the left is Thorley Walters as one of her pupils.

THE RETURN OF HAROLD LLOYD: Two scenes from his new slapstick comedy film *Mad Wednesday*, which will be shown at the London Pavilion at the end of this month. *On the left*—Harold Lloyd plucks up courage to offer a ring to the last of seven sisters with all of whom he has been in love. *On right*—Lloyd is saved by Jimmy Conlin, when he gets into difficulties while trying to rescue a lion from the bankrupt circus which he bought when drunk.

Harold Lloyd waited eight years for the right story for his come-back, in *Mad Wednesday*, which was written and directed by Preston Sturges. It follows the great success in London of the recent revival of *Movie Crazy*. Lloyd began his film career as an extra, but after a meeting with Hal Roach, was soon playing leads and comedy parts. He was a pioneer of the full-length comedy and his *Grandma's Boy*, made at a cost of £400,000, placed him at the top of his profession. *Mad Wednesday* is the story of how a college football hero makes his way in the world. After twenty years' work in the bookkeeping department of an advertising agency, he is dismissed and finds himself with a presentation gold watch and the 2,000 dollars which he has saved. He gets drunk, wins 30,000 dollars, buys a hansom cab and a bankrupt circus with thirty-six lions. On the morning after, he decides to sell the circus to a bank and the comedy works up to a crescendo when one of the lions escapes and he crawls on to a fire escape to rescue it.

JETS on their ROTOR TIPS

A New Light Helicopter Undergoes Its Trials in California

THE NEW HILLER HORNET JET HELICOPTER IS TRIED OUT AT PALO ALTO, CALIFORNIA : As the jets take hold the fiery trail from the priming fuel becomes almost invisible.

DEMONSTRATING THE SIMPLIFIED CONTROLS OF THE NEW JET HELICOPTER : Bruce Jones, the Hiller Hornet's test pilot, holds the stick of the dual control which governs the forward, backward and side movements of the craft. This picture gives some idea of the great angle of visibility for both pilot and passenger.

The United States armed services are said to be taking the entire factory output of the new 356-lb. jet helicopter which has just been tried out by the Hiller Helicopters Company, at East Palo Alto, California. The helicopter, which has been named Hiller Hornet, is powered with two 11-lb. jet engines, and has a fuselage 11 ft. long. Although the machine is designed to accommodate two persons, it may be used in evacuating wounded from battle areas, as the plan of an experimental craft has indicated sufficient space for a litter to be carried. During actual flight tests the pilot demonstrated the stability of the helicopter by hovering for long periods without touching the controls. In the pilot's cabin there is a series of simplified controls which includes the dual control stick and, on the pilot's left hand, the pitch stick which is used to increase or decrease the "lift" by changing the pitch of the main rotor blades. Also on the pilot's left is the left-hand control, with the throttle and rudder control. At the top of the small instrument panel are the tachometer and the air speed indicator, while below on right is the altimeter and, on left, the fuel flow indicator. There are no foot controls.

THE POSITION OF THE ENGINES ON THE TWIN RAM-JET HELICOPTER : *On left*—Mr. E. Bennett, Hiller Experimental Research Director, holds one of the 11-lb. engines of the Hiller Hornet, which can be replaced on the rotor tip in less than five minutes by the use of a screw-driver. *On right*—The craft with its pilot and passenger. Fuel under the seat is pumped up through the axle and then through the rotor blades under pressure. The fuel connections at the rotor hub are perhaps the most complicated parts of the machine.

PARLIAMENT SQUARE REFURBISHED FOR THE FESTIVAL OF BRITAIN: Men engaged in laying paving-stones in the Square where radical alterations have been made in the past few months in order to enable the great weight of traffic to be handled expeditiously at Festival time, when there will be a large concentration of vehicles in the area of the Great Exhibition on the other side of Westminster Bridge. In Parliament Square new walks have been laid, flower-beds have been set out, and statues re-aligned. This view looks southwards towards the Abbey, with the Middlesex Guildhall just appearing on the right. At one time the statue of Abraham Lincoln stood near this point, but it now occupies a more prominent position in the Square.

A HANDSOME OFFICE BUILDING RISES IN ST. SWITHIN'S LANE: Lookin across the blitzed ruins in Queen Victoria Street, east of Blac friars, to the building now nearing completion on the site the Salters' Hall. The original Salters' Hall, which held a important place in the Dissenters' Movement, was erected o a site which in the twelfth century had been occupied by th mansion of Henry Fitzailwin, the first Lord Mayor of Londo

THE NEW LONDON RISES FROM THE ASHES OF THE OLD

Re-aligning Parliament Square and a City Church Rebuilt; Some New Buildings in the Blitzed Heart of the City

A PICTURESQUE CORNER OF OLD ST. JAMES'S: The entrance to Carlton Mews, situated between Cockspur Street and Carlton House Terrace. The mews would be partly demolished under the present scheme for building a new Foreign Office. The news that the Foreign Office, chief tenant of the Terrace, plans to enlarge its property has caused considerable feeling among those who admire the present aspect of this part of Regency London. They affirm that the contemplated changes would ruin the celebrated Nash façade, and that the view from the Mall, London's great processional way, would be spoilt. Regarding the Carlton Mews, Sir Patrick Abercrombie, writing from the Union Club, Carlton House Terrace, has sent a letter to the Press, concluding thus: "The Mews will be half pulled down, the glimpse of trees will disappear, and the sun be shut out. Can we not keep this spot where Lonsdale and Gladstone stabled their horses side by side, and where less pampered human beings now climb the ramp to their converted stalls? How many people passing through this 'no thoroughfare' from Cockspur Street enjoy this vestige of London's past, where the ground-floor coach-houses still perform their transformed function, a testimony to the permanent value of good planning?"

RISING NEAR THE SITE OF A PALACE AND A PRISON: This new building in Bridew Place, near New Bridge Street, is in the area of the famous Palace of Bri well, which flourished in the time of King John. In the sixteenth century t palace was occupied by resident ambassadors in London. Even more famo was the Bridewell House of Correction. In the seventeenth century ma "who were victims of religious vagaries" found themselves in Bridew

THE FIRST WAR-DAMAGED CITY OF LONDON CHURCH TO BE FULLY RESTORED —ST. CLEMENT'S CHURCH, CLEMENT'S LANE, EASTCHEAP, WHICH HAS NOW BEEN FORMALLY REOPENED: For the time being, at least, the stained-glass windows have been replaced by plain glass, but as St. Clement's is shut in on all sides by tall office buildings the present windows permit much-needed light to enter the church. The restoration of the church has cost £3,000, of which sum £850 has yet to be raised. The earliest mention of a church on the site of St. Clement's dates from the eleventh century. Wren built the present church after the Great Fire of 1666, and used the surviving base of the south wall and tower of the old church as the base of his new building. This resulted in the walls of the finished church having to be built at right-angles. In 1872 many of the church's features were defaced by vandals, and since 1933 efforts have been made to restore some of its former beauty. The handsomely carved pulpit has been preserved and the fine reredos has been reassembled. This depicts St. Clement with his anchor and also St. Martin of Tours, who was the patron of an adjoining parish now amalgamated into the parishing of St. Clement's. The two outer panels depict the Annunciation and the whole reredos is surmounted with a text from the First Epistle of St. Clement.

LOOKING ACROSS THE WARTIME RUINS IN GREAT TOWER STREET: In the background are the extensions to Plantation House, and on the right can be seen work in progress on 71-88, Great Tower Street, a block of offices scheduled for completion in March, 1952. Part of the Great Tower Street building will be rented as Government offices. Great Tower Street has many historic associations, among them the fact that the original Lloyds Coffee House was there.

THIS WAS THE FIRST BUILDING TO BE STARTED IN THE CITY OF LONDON FOLLOWING THE WAR: This £700,000 nine-storey building, known as Atlantic House, occupies the former blitzed site bounded by Charterhouse Street, Farringdon Street, Shoe Lane and Holborn Viaduct. There will be shops on the street level and underground garages, but the greater part of the building consists of offices.

TWO IMPORTANT NEW BANK BUILDINGS: *Left*—The Bank of England property which is under construction in Lothbury, in ancient days a part of the City famed for its coppersmiths. *Right*—The Bankers' Clearing House in King William Street. It was begun before the war, and the work is now being brought to completion after a long interruption. In medieval times King William Street formed part of London's West End, for there were situated many of the mansions of the nobility.

PERSONALIA

The Sudden Passing of Mr. Ivor Novello; Dr. Malan and His Adopted Daughter; The Eviction of Sir John Stuart Knill

THE LATE IVOR NOVELLO, ROMANTIC ACTOR, ACTOR-MANAGER, PLAYWRIGHT AND SONG-WRITER: Mr. Novello, whose death occurred last Tuesday with great suddenness, was one of the most outstanding figures in the modern theatre, with a whole host of successes to his name ever since he wrote one of the hit songs of the First World War, "Keep the Home Fires Burning." Novello was born in Cardiff in 1893, son of the late David Davies and the late Clara Novello Davies. He was educated at Magdalen College School, Oxford, and Magdalen College. Novello first leapt to fame in London in 1924 when his thriller, *The Rat*, achieved enormous success. In the next ten years he wrote a succession of smart box-office comedies. Then came his first big musical at Drury Lane, *Glamorous Night*, then *Careless Rapture*, *Crest of the Wave*, and *The Dancing Years*. It seemed he had the real formula for success in this type of entertainment. On the night before his death Mr. Novello played in *King's Rhapsody* at the Palace Theatre.

TO BE EVICTED FROM THEIR ONE-ROOM HOME IN A SCOTTISH CASTLE: Sixty-four-year-old Sir John Stuart Knill, the third baronet, and Lady Knill leaving Stonehaven Sheriff Court after hearing the ruling that Miss Ida Meldrum, part-owner of Lauriston Castle, had been granted possession of the accommodation rented by Sir Stuart. Enforcement of the order was delayed until March 31, and £45 for rent was paid into court by Sir Stuart. Sheriff Lang at Stonehaven said he made the order because of arrears of rent. Of evidence alleging annoyance caused by the tenants, he said he would not support a finding of continuous nuisance, but "during times when they and their varied assortment of animals lived together in one room the conditions were such as would cause annoyance." Last week-end Sir Stuart sent a telegram to a London newspaper stating: "Not fixed up yet—still searching. Remember our family motto—*Nil Desperandum*. I shall keep straight on to the end of the road. Maybe a caravan would be a good idea."

KING FAROUK OF EGYPT INAUGURATES THE NEW ROYAL AVIATION COLLEGE AT BILBEIS, TWENTY MILES NORTH-EAST OF CAIRO: The King seated upon a gilded throne during the ceremony. Behind him are members of the three Services, and on the right are the King's Ministers, Prime Minister Nahas Pasha, Osman Moharram Pasha (Public Works), and Fuad Serag El-Din Pasha (Interior and Finance).

AT A CAPE TOWN GARDEN PARTY: Dr. Malan (centre), Prime Minister of the Union of South Africa and apostle of race segregation, seen with Mrs. Malan (right) and their adopted daughter Marietje at a garden party held at the residence of the Governor-General. Marietje is from Germany, and was a member of a party of refugees which arrived in South Africa recently. Dr. Malan is a former Minister of the Dutch Reformed Church in South Africa. He entered politics late in middle life.

THE GREAT BASKETBALL SCANDAL IN THE UNITED STATES: Sherman White, twenty-two-year-old forward in Long Island University's Basketball team and America's top college scorer, seen with two attendants as he left New York's Felony Court after being granted bail in 15,000 dollars following charges of taking bribes. Being unable to produce the bail on the spot, White was handed over to the office of the District Attorney. The basketball scandal has much shaken public opinion in the United States, where it has been revealed that some of the top players have taken very large bribes from gamblers not only to lose games, but to reduce the margin of victory.

THE RETURN OF PALMIRO TOGLIATTI: The Chief of the Italian Communist Party seen (right) at the Rome headquarters of the party, where there were celebrations to mark his return from Moscow, where he has spent a period of convalescence while recovering from a surgical operation on his brain. Togliatti's return is regarded by some of his colleagues as timely, as a rift is becoming apparent in the Italian Communist Party. With Togliatti in this picture are his two closest collaborators, Luigi Longo (centre) and Pietro Secchia (left). Togliatti is no stranger to Moscow. He left Italy for Moscow in 1929 and, under the pseudonym Ercole Ercoli, was Italian member of the Executive of the Comintern until its dissolution. He arrived back in Italy in 1944.

The Cutty Sark Moves On

THE FAMOUS CLIPPER SHIP ENTERS DRY DOCK

Of all the old Clipper ships which cut their furrows between the China Sea and the Downs and rounded the Horn in the grain race in the golden age of sail, the one that holds the firmest place in the affections of British sailing men is the *Cutty Sark*. Likenesses of her in wood, in water-colours and in oils adorn a host of English homes; for she epitomises a stately age that will never come back.

Last week *Cutty Sark* progressed one stage further on her long career since she was built upon the stocks at Dumbarton in 1869 and launched into the waters of the Clyde. She was towed from her Thames-side home at Greenhithe to Millwall Dock, and when the present survey is there completed her future will be decided. Everything depends upon the state of her hull, which superficially appears sound enough.

Cutty Sark began her career in the China tea trade, and she was then transferred to the Australia run and took part in the grain races, setting remarkable speed records. Her fastest passage from Australia was made in 1885, when she journeyed from Sydney to London in seventy-three days. Her best day's run was 363 nautical miles. In 1895 the *Cutty Sark* was sold to the Portuguese and renamed the *Ferreira*. Twenty-seven years later the clipper was back in English hands, being purchased by a retired sea captain at Falmouth and converted into a training ship. She was moored at Fowey until 1938, when she was brought round to Greenhithe in the Thames, where she has remained for the last thirteen years as a training ship for naval cadets, a satellite of the *Worcester*.

A STATELY SHIP MOVES ON: The *Cutty Sark*, last of the famous clipper ships in the regular service from China and Australia with tea and wool, being given a send-off by cadets of the Thames Nautical Training College in the *Worcester*, her parent-ship, as she set off for Millwall Dock for her first survey in thirteen years. As she moved off just before noon Commander Gordon Steele, V.C., Captain-Superintendent of the *Worcester*, called for three cheers by the ship's company.

THE "CUTTY SARK" IN MILLWALL DOCK: *Left*—The celebrated clipper passing the bascule bridge on entering the dock after being towed from Greenhithe, where she had acted for thirteen years as a satellite to the *Worcester* training ship. *Right*—Her graceful hull seen in the dry dock as all was made ready for the hull survey. If, as is thought, her hull is found to be sound and needing little attention the *Cutty Sark* will probably be preserved as a memorial to the old sailing-ships, and from Millwall she will make one more trip to a permanent mooring. It has been rumoured that the London County Council may buy her.

The World of Books—By VERNON FANE

A JOURNEY INTO THE HEART OF FRANCE

Mrs. Henrey's Delightful Autobiography, "The Little Madeleine";
An American Looks Back on Youthful Luxury

INTELLECTUALLY, spiritually and just by ordinary physical standards it is held to be a fine exercise to write with candid self-analysis about one's own experience. Hence the popularity of autobiographies, both among authors and presumably readers. There are two excellent and extremely feminine ones under review this week. And although biographies require another kind of discipline and a research independent of memory, they have a strong perennial appeal too, both on the creative and the receptive sides. THE LITTLE MADELEINE (Dent. 12s. 6d.), to begin with, is Mrs. Robert Henrey's own story of her girlhood in France, told with a disarming and very winning frankness and in the kind of detail, sometimes loving and sometimes rueful, that abounds in the best word-of-mouth stories. Mrs. Henrey was born in Montmartre of a rumbustious Provençal father and a shy but devoted mother whose prevailing mood was one of melancholy. They were poor, and the girl grew up to be familiar with domestic shifts and discomforts, and with the hard and underpaid work which her mother was forced to do. But she grew up, too, with a beautiful awareness of the people about her, and an un-childish perception that was to stand her in good stead as a mature writer. The little people of Paris, the concierges, the women selling lace or vegetables in the small markets, the lazy husbands and courageous wives, the people in charity hospitals, on trains, in *bistros*, the little hairdressers and modest dressmakers, Mrs. Henrey records them all with equal care and equal tolerance.

Miss Felicia Lamport writes of her girlhood, but there is a poignant difference between them; a difference which one feels Mrs. Henrey would appreciate and even enjoy with that philosophic humour that seems to characterise her writing. Born in New York to parents who were rich enough to entertain lavishly and to make the Grand Tour of Europe not once, but at least six times, Miss Lamport and her sister were "simple children, simply brought up"—or so said their mother who had her own pleasant fantasies. "Simple and appropriate," she would explain of the children's clothes, when they were babies. "No trimming except a little mink collar to match their carriage covers. Mink on weekdays, ermine on Sundays." This is a hilarious book, which takes its title from that heaven-sent and ridiculous phrase, and which contains in its pages the wittiest portrait of a French governess (apt to be *subitement émue*) that I have read since the Provincial Lady was good enough to tell us about hers. MINK ON WEEKDAYS (ERMINE ON SUNDAY) (Gollancz. 16s.) is a real joy, from father, who thought that being Jewish was as much fun as a good circus, which in his lifetime was a justifiable point of view, to Mother, who would draw herself up like a wave about to break and propound some absurd staccato argument which yet had a crazy logic of its own.

For forty years Mr. Desmond MacCarthy was a dramatic critic and during that period, which coincided with the peak of Bernard Shaw's achievement as a playwright, wrote constantly of his work. He writes, however, in a new collection of these essays, SHAW (Macgibbon and Kee. 12s. 6d.), that "The Shaw whom I admired, and whose plays threw so much light on life for me, died a good many years before 1950. After *Saint Joan* (1923), although his plays continued to show here and there his astonishing penetration and originality, none were really good; while on the most fundamental questions he seemed to me wrong, and often in flat contradiction to his earlier self." I have quoted that at some length because I am not of those who think that prefaces should be skipped. On the contrary, if the author has included one it must be that it is essential, and here, of course, the late Mr. Shaw would be in perfect agreement—or as much as he ever could be. Mr. MacCarthy's essays deal with twenty-seven of the Shaw plays from 1904 to 1944, and the final chapter is a personal memoir in which he writes of Shaw's "instinctive chivalry" and his absence of personal touchiness.

G.B.S., A POSTSCRIPT (Collins. 10s. 6d.) is Mr. Hesketh Pearson's addition to his own excellent biography of Shaw. In the new volume he includes conversations, friendly, provocative, terse and typical, which he had with the playwright, or, as he calls him, the philosopher. His recorded interview with Shaw on the day after Mrs. Shaw's death is, to put it with restraint, extraordinary, and nothing, in my view, could be more typical of Shaw than the obituary which Mr. Pearson includes, and which was written by G.B.S. himself.

THE BURIAL OF ANDRÉ GIDE IN THE CEMETERY OF CUVERVILLE, NORMANDY: Paul Leautaud throws a handful of earth into the grave of the distinguished French author who died in Paris at the age of eighty-one. Only a few intimate friends attended the funeral of the "apostle of revolt," who in a long and ceaselessly busy life attained such an extraordinary degree of eminence in European letters.

In France in 1940 there was a parting of the ways, politically and ideologically, induced by Germany but already inherent in French character and thought. The two lines both of thought and conduct are exemplified for Dr. David Thomson by Pierre Laval and Charles de Gaulle, and in TWO FRENCHMEN (Cresset Press. 12s. 6d.) he has written a study of French initiative, excluding the commercial, which is both lucid and exciting to anyone whose interest in the affairs of our near neighbour is as alert as it should be.

When one thinks of Sydney Smith, that inimitable Regency figure, it is generally first as a wit, then as a clergyman, and then possibly, but not at all probably, as a man actively interested in reforms, whether of churches, schools or prisons. It is perhaps a comment on our days which seem to be full of reforms of one kind and another, and certainly of political and economic changes, that we prefer to remember his wit and his humour, "both warmer and merrier." In a brief biography and a wide selection from the writings of this unique parson, Mr. Gerald Bullett writes of his endearing humour which, in short, was fun. When Smith dined with friends, as he was constantly invited to do, his sallies and waves of inspired nonsense caused such tremendous laughter that people were known to reel from the room, begging for mercy, since they could laugh no more. Mr. Bullett has omitted one or two of my own favourite quotations from this particular master, but SYDNEY SMITH (Michael Joseph. 15s.) is still a book not to miss.

Mr. Alan Moorehead was, during the last war, a remarkably clear and objective correspondent from the scenes of action. Now he lives, we are told, in a house near Florence with his family and THE VILLA DIANA (Hamish Hamilton. 10s. 6d.) is a scrappy but agreeable book of sketches and reminiscences, illustrated with his habitual elegance by Mr. Osbert Lancaster. The villa on Fiesole was occupied for some years after 1483 by one Poliziano, who was tutor to Lorenzo de Medici's children who lived in the great house higher up the hill. The place is basically unchanged, and is set in surroundings of extreme physical beauty. "That no doubt has an influence," writes Mr. Moorehead, "though whether towards violence or the quietening of the nerves I have not yet been able to find out."

South America is the scene of one of this week's novels: RIVER OF THE SUN (Collins. 12s. 6d.). This is a solemn, not to say ponderous novel about a group of men exploring the upper reaches of the Amazon for oil. Mr. James Ramsey Ullman has not recaptured the excitement of *The White Tower* here, although in the manner of its writing this book is probably superior. The hero is an American pilot who has not flown for two years since his wife was killed in a plane he piloted; a good-looking woman who is searching for her scientist-recluse husband, and one or two more or less eccentric officers of the oil corporation. Everyone in the story is a little larger than life, but that, of course, makes for clarity, and there will be many others to admire a story so meticulously planned.

THE CASE OF COMRADE TULAYEV (Hamish Hamilton. 12s. 6d.) is as good a novel as I have read on the subject of fear in the ranks of the Communist Party, a fear which radiates from the Kremlin, through Moscow, north to the Arctic Circle and south to the Crimea. Mr. Victor Serge, who I note with interest has written his book at increasing distances from the U.S.S.R., in Paris, Marseilles, the Dominican Republic and Mexico, quite evidently knows his subject or k[illegible] it in the period of which he writes (up to the begin[illegible] of the last war), very well, and it is this authenticity, as well as this lack of Russian overwriting, that gives the story its importance.

Here is a book of adventure which is at the same time both unusual and distinctive. STRANGERS ON A TRAIN (Cresset Press. 10s. 6d.) is a story of planned murder. Two men meet for the first time and coming from very different backgrounds, on the train from New York to Texas. One is a rising young architect, ambitious and steady, and the other is the drunken, ne'er-do-well son of rich parents, devoured by a hatred of his father. He suggests to the other, who is about to divorce his wife, that they should each commit murder for the other—a father for a wife. He argues that such strangers could never be suspected, since the crimes would appear motiveless, and it would never be known that the conspirators had crossed each other's paths. For the result of this crazy scheme I leave you to Miss Patricia Highsmith's first-rate story.

THREE LADIES OF SALEM

The Story of the Famous Peabody Sisters

From the Maine and Massachusetts coasts the great clippers went forth in the eighteenth century across the oceans of the world, bringing their masters and their owners the wealth that enabled them to build fine homes upon the New England shore and to found a gracious society. In the eighteenth century Boston, Concord and Salem became indeed centres of gracious living: a cultural tradition grew up, and, it must be said, Boston people began to feel a kinship with London, Paris and Rome; there were times perhaps when they could be quite unbearable on the subject. It was there in New England, while raw America enlarged her frontiers beyond the Alleghanies, beyond the Ohio and the Mississippi, and out to the Rockies, that men like Emerson, Thoreau and Nathaniel Hawthorne established their name and fame, that a tradition of fine writing and liberal movements in thought and teaching throve exceedingly. In THE PEABODY SISTERS OF SALEM (Harrap. 15s.), Louise Hall Tharp tells, in a sort of triple biography, the stories of Elizabeth, Mary and Sophia, the daughters of Elizabeth Palmer—she who heard the guns on Breed's Hill, saw the burning of Charlestown, and her husband, Joseph Palmer, ride off to the Battle of Lexington. It is these three daughters of the Revolution, these sisters of Salem, who belong so essentially to this New England scene, and in simple, direct prose Louise Hall Tharp has re-created their lives. There was the managing Elizabeth, pioneer of social service and of education, a bookseller and a publisher of rare books in an age when ladies simply did not do those things. There was the gentle Mary, who won the heart and the hand of Horace Mann, one of the pioneers of American education and a doughty opponent of slavery. There was the delicate Sophia, artist by inclination and invalid at her mother's behest, who became the devoted wife of Nathaniel Hawthorne, sharing with him one of the great love-stories of all time and carving, by her own sacrifices, a way for his success. These three, alike in their warmness of heart, if in nothing else, each had qualities of greatness, and of the three Sophia was perhaps the most remarkable. Without her optimistic and unquenchable spirit *The Scarlet Letter* might never have been written in the quiet house in Mall Street, Salem, and the world would have lost a masterpiece. Upon Nathaniel Hawthorne she lavished a love which he knew how to repay, and in spirit they were never divided. This is not by any means a swift-moving book, despite the crowding events of three lives, but it has serenity and grace, and it mirrors a golden age.

Another book from the New England coast, and one that must rank high among escapist literature, is Elizabeth Ogilvie's MY WORLD IS AN ISLAND (Harrap. 15s.). This is the story of the author's own adventures on Gay's Island, a stone's-throw from the mainland; how it captured the hearts of two young writers and gave them a mode of life of which those who are city-pent can usually do no more than dream. Some of their building operations on the island have been delightfully unorthodox. The source of their material has been the broad Atlantic, upon which strong wide planks and even complete doors have come drifting in with the tide, to be seized upon by the builders with eager satisfaction. Elizabeth Ogilvie writes with carefree enthusiasm of her island and with a penetrating insight into its hidden beauties.

Wilson MacArthur, who must have travelled tens of thousands of miles by car ever since the end of the Second World War, has now produced AUTO NOMAD IN BARBARY (Cassell. 16s.), a voluminous account of a journey along that stretch of coast which was once a hotbed of piracy. The book is well-informed but academic in style. Like *Auto Nomad in Sweden*, it will no doubt find a welcome among the motoring fraternity.

In THE FASCINATION OF RAILWAYS (Allen and Unwin. 12s. 6d.) Roger Lloyd attempts to achieve in prose what the railway photographers achieve with their cameras, the presentation of a vivid picture of railways as a living and moving organism. There is a most diverting chapter on "Station Sauntering," an art in which Mr. Lloyd is clearly adept.

Two new books for the garden and home-lover are GARDENS AND GARDENING 1951 (Studio Publications. 15s.), by F. A. Mercer and Roy Hay, and FLOWER DECORATION FOR THE HOME (W. H. and L. Collingridge Limited. 15s.), by Violet W. Stevenson. A feature of the first volume, which is *The Studio Gardening Annual*, is an illustrated article on garden design which takes into full consideration the limited areas in which most gardeners now have to deploy. There are also some first-rate ideas on bulb-growing.

Among the reprints is "Marco's" AN INTRODUCTION TO POLO (Country Life. 30s.), which now appears with a foreword by Lord Wodehouse and a preface by Earl Mountbatten, both protagonists of this most expensive of games which nowadays finds a particular following in the Navy.

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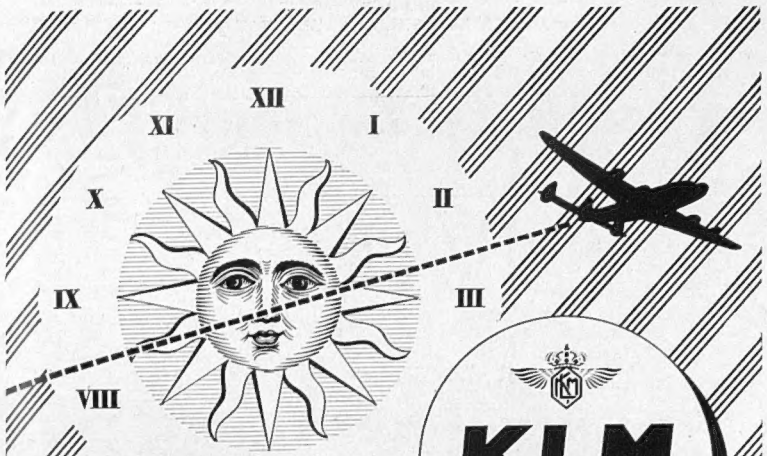

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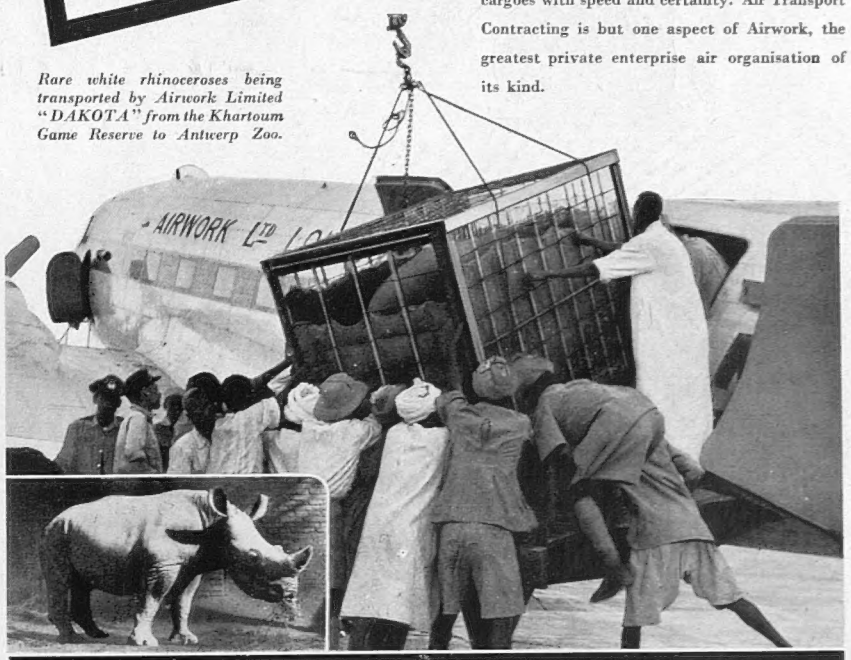

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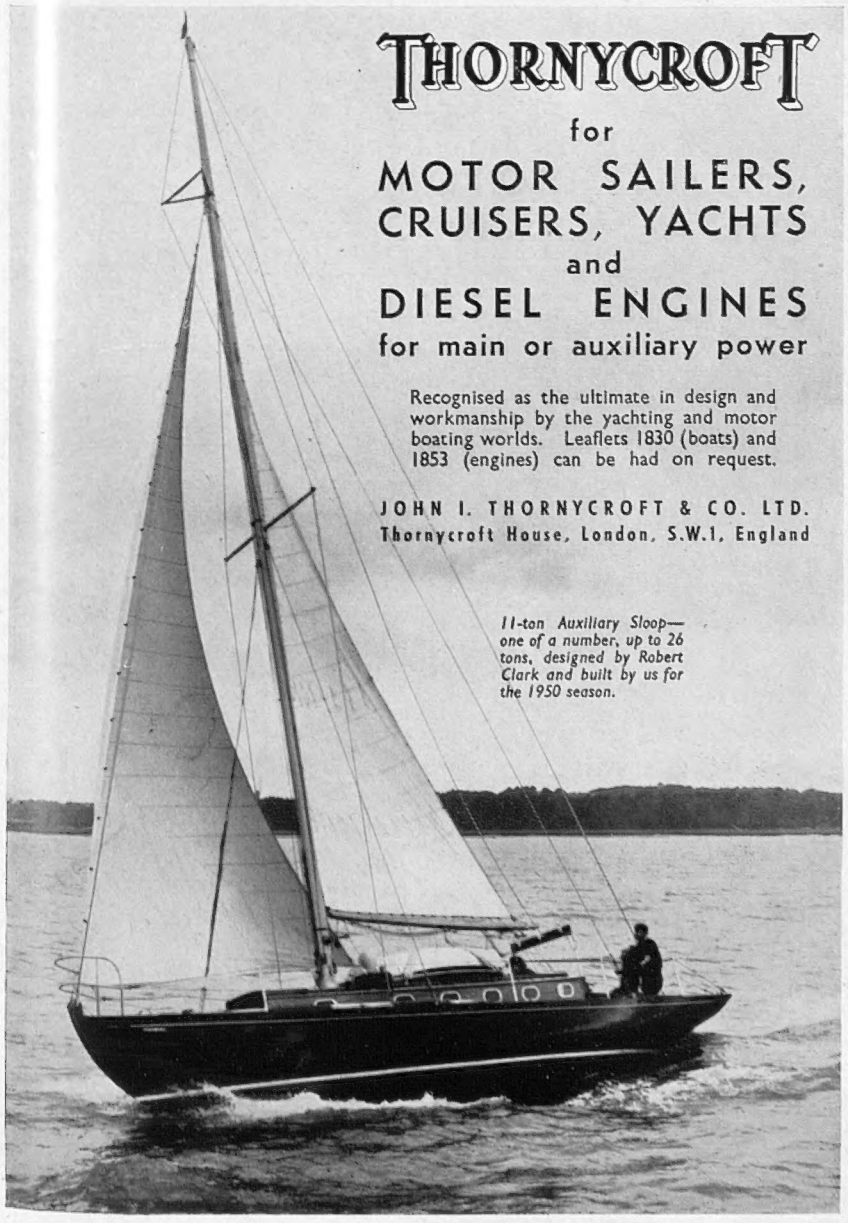

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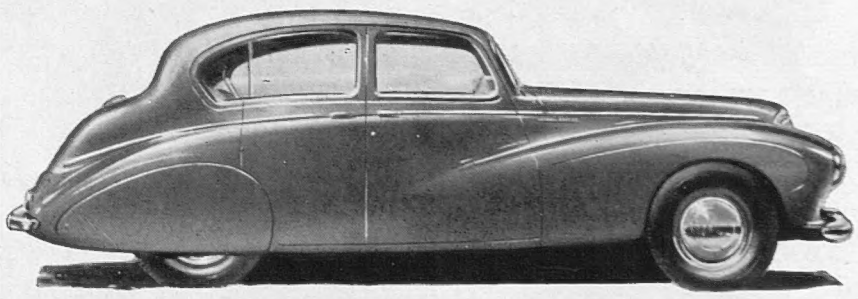

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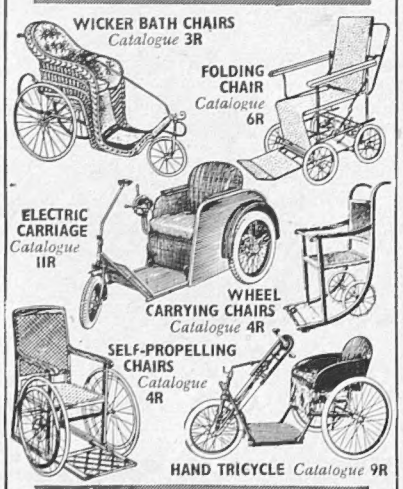

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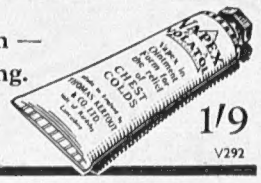

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V292

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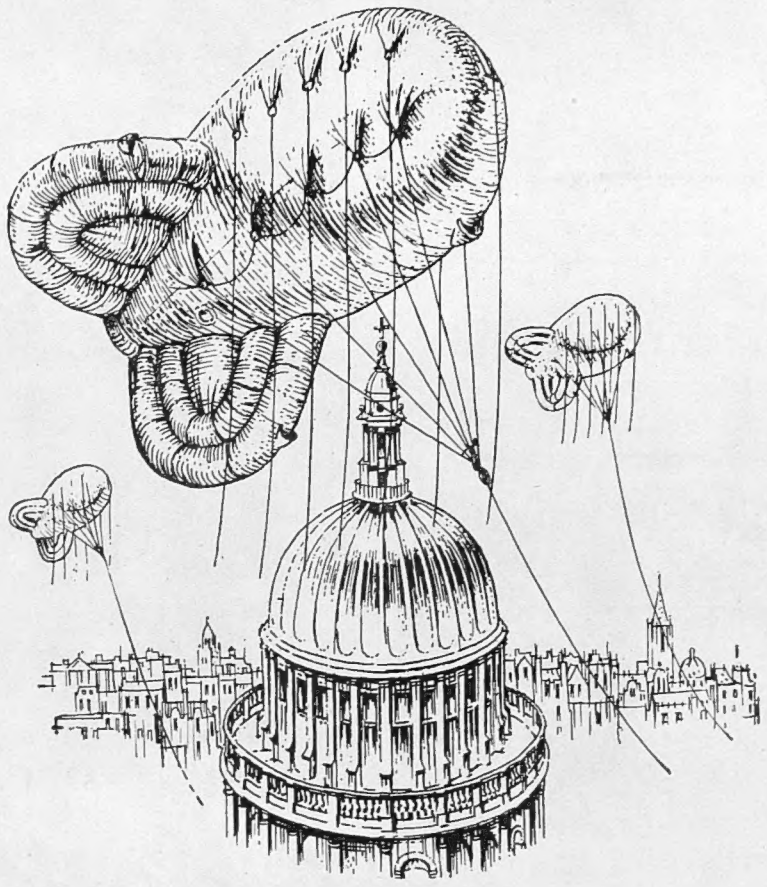

HYDROGEN

SCHOOLBOYS know that two parts of hydrogen unite explosively with one of oxygen to form water. Hydrogen is produced commercially in vast quantities by reversing this process. Water, in the form of steam, is split up into its constituent elements by passing it over red hot coke. The carbon in the coke unites with the oxygen in the steam to form carbon monoxide and dioxide. When these are removed from the mixture, hydrogen is left. Lightest of all the elements, hydrogen occurs free in nature in volcanic gases, but exists in the atmosphere to the extent of only one part in a thousand. Combined with carbon it is present in nearly all animal and vegetable tissues. The high proportion of hydrogen in ordinary coal gas is due to its release from the organic matter from which coal is formed. Industry uses hydrogen for many purposes. Some of the vegetable oils used in the manufacture of margarine require hardening by chemical combination with hydrogen. This is done before they are incorporated in the final blend of fats of which margarine is made. Hydrogen is used in welding and in extraction of metals.

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ICI

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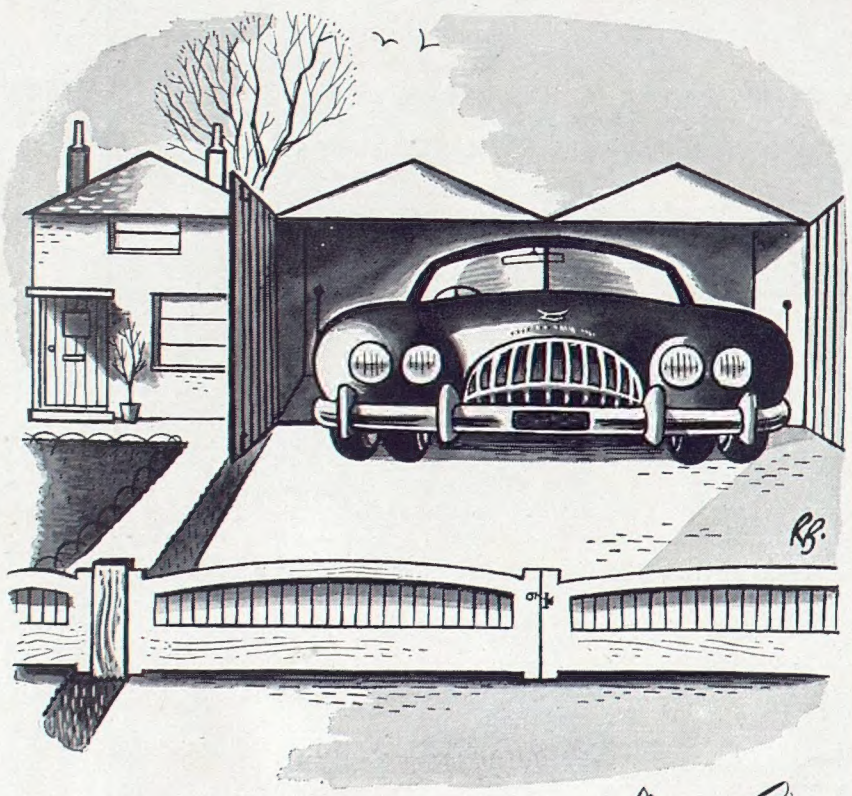

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16

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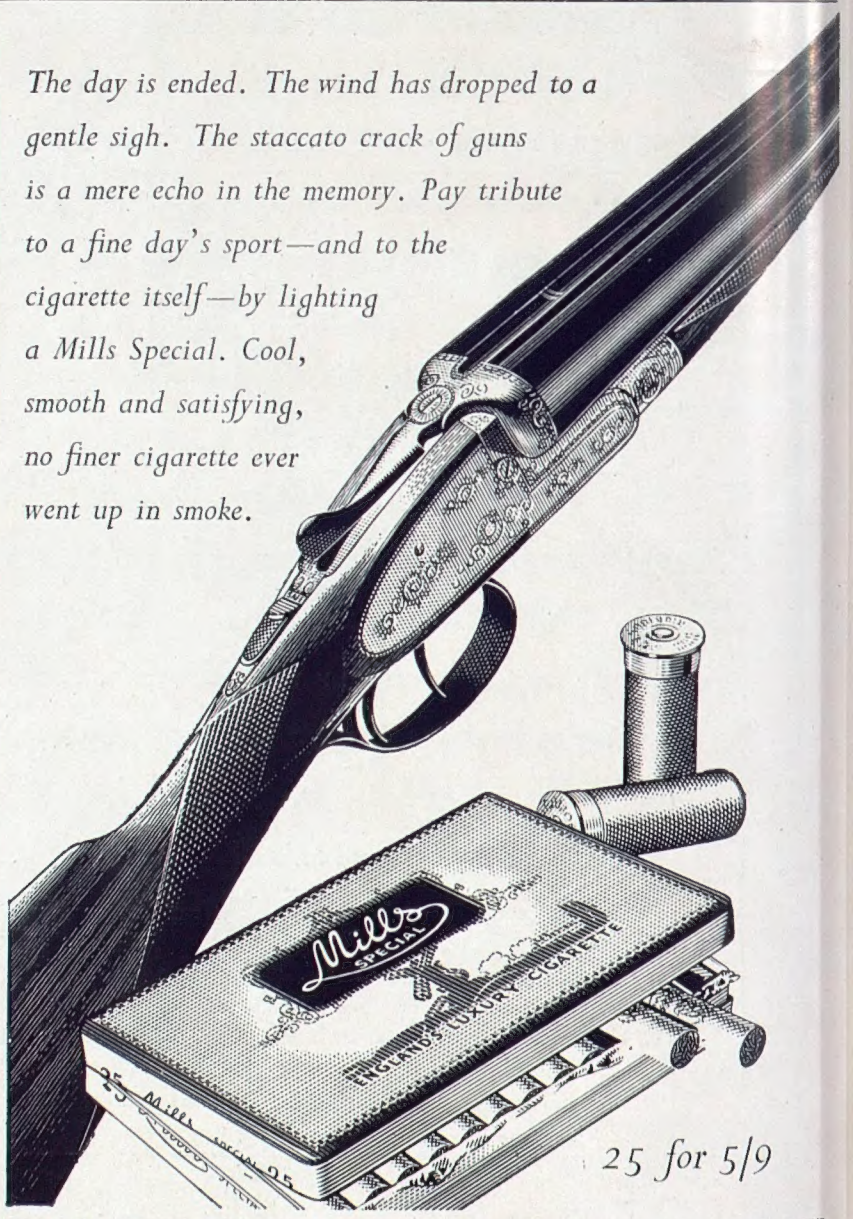

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